

The Hongkong Telegraph.

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MONDAY, MAY 1 1911

一拜禮

號一月五英港香

\$36 PER ANNUM.
SINGLES COST 10 CENTS.

SPECIAL TELEGRAMS.

THE CANTON AFFAIR.

FURTHER PARTICULARS.

Prefect Li Killed.

City Gates Again Closed.

[THE "TELEGRAPH" CORRESPONDENT.]

Canton, April 29, 2.45 p.m.

The rest of the rebels are still in the city, and the gates have been shut again.

Prefect Li, who was attached to the Finance Department of Canton, has been killed.

After the repulse by the Viceroy's bodyguards and the soldiers of the garrison on the night in question, some of the rebels made for the provincial arsenal, in the vicinity of the Yi Loi temple. On arrival there they met a strong force of police and also a force of the imperialist troops, and a severe encounter took place, with heavy loss to the revolutionaries. Besides, many of them were captured. They fled in all directions, but the police and the imperialists did not give chase owing to the darkness. However, they strongly guarded the arsenal until next morning.

At daybreak, the imperialists searched high and low for the revolutionaries. They located them in a shop dealing in rice, in Ko Young Lane. Unfortunately the rebels had already built a strong barricade by putting up hundreds of bags of rice behind the door. Here a deadly and long fight ensued between them; at the beginning, the imperialists were losing ground, and made several unsuccessful attempts to bombard the haunt of the rebels. The bombs thrown by the incendiaries were too dangerous for the imperialists to get near. At 11 o'clock the commander of the besieging troops received orders from H. E. the Viceroy to set fire to the rice shop. This had the desired effect. Over thirty of the rebels were burnt to death, and the others ended their lives by killing themselves with revolvers.

From a reliable source we learn that the rising would have taken place at eight o'clock on the night in question, but it was provoked earlier by the arrest of one of the ringleaders. They knew that their plan had leaked out, and they tried to disperse.

On that eventful day the steamer Wing On carried to Canton hundreds of these incendiaries. After gaining access to the city, they found their game was up, and to their surprise they saw that the police were quite ready to arrest them.

Under these circumstances they made for the Viceroy's Yamen, as already reported. During the fight they urged the Viceroy's bodyguards to join them to overturn the government and to kill all the Manchus. However, their inducements proved futile. When the conflagration was spreading, the Viceroy collected his seal and some important documents, and escaped by the same way as his family had done. The Viceroy was strongly guarded by his bodyguards and the guards of Admiral Li. His Excellency was followed by the Provincial Treasurer and the Educational Commissioner on his way to the Yamen of Admiral Li Chun. The Viceroy was wearing a short black coat.

On arrival there His Excellency saw that his younger son was missing. Subsequently the guards of the Admiral found the youth, and brought him to his father. His Excellency meanwhile had telegraphed to a certain member of the gentry saying that the Canton officials were masters of the situation, and that the still and all important documents were in his hands. He had no time to feel the absence of his younger son, as he was fully occupied with the situation in order to pacify the minds of the people.

Yesterday afternoon, owing to lack of accommodation in the admiral's yamen, the family of the Viceroy and that of the Admiral were escorted to the outskirts of the city. They went on board a motor launch, Tin On, and proceeded to the gunboat, Kwong Ching, where they are staying on board. His Excellency and Admiral Li Chun were left behind. They were busily engaged in conferring about the search for the rest of the incendiaries. They gave orders to the Captain and Deputy Superintendents of Police to ask their men to assist the troops in going from house to house for the apprehension of the rebels. Soon after the tumult on the night in question, the Canton officials repeatedly telephoned to the Consuls at Shamen to give them information of the riots, and at the same time despatched deputies to pacify them. It is reported that an American gunboat has made its appearance at Shamen for the protection of the American subjects.

The morning after the outbreak, His Excellency and Admiral Li Chun respectively wired to Peking and the provinces the news of the tumult, the encounter and the defeat. Afterwards, all the authorities throughout the provinces were requested to pacify the people under their jurisdiction.

It is stated that the ringleader who was arrested was a man of the Pan U district. His name is Wu Sun. He has been educated in Japan, has adopted European garb, and is a little over 20 years of age. He was arrested on the afternoon of the day of the outbreak. All his confederates came from Singapore. Between them they had successfully smuggled a lot of arms into Canton. The plot was betrayed by some of the incendiaries.

Yesterday, along the Bund and Wing Ching Street many arrests of suspects were made; all of them were queuelless and were attired in European garb. One of the editors of the native press and a student of the King Wah Hospital were arrested. Fortunately they were liberated. The suspected rebels when arrested were tried at once and if there was any evidence against them, they were removed to be executed at once. It is feared that many innocent people have suffered the same fate. At the time of writing everything is quiet, and the gates are open. All junks have been allowed to clear for the interior.

Native Interest.

Great interest, in the doings in Canton, is being shown by the Chinese. Hundreds gather daily outside the offices of the native press here waiting for the latest news.

COMMERCIAL.

HALL AND HOLTZ, LTD.,

The report of the directors of Messrs. Hall and Holtz, Ltd., for the year ended February 28, 1911, has been issued to the shareholders. The profit for the year, including \$11,327.76 brought forward from last year, amounts to \$52,829.06 which the directors recommend shall be disposed of as follows:—A dividend of \$1.60 per share, at 8 per cent. \$42,140.80; write off fixtures account 10 per cent. \$1,087.45; and to carry forward to new account \$9,600.81.

TELEGRAMS.

GERMAN GUNBOAT FOR CANTON.

[REUTER'S SERVICE.]

Bombay, May 1, 7.35 a.m.

The German Gunboat "Itis" stationed at Hongkong has been ordered to Canton.

Peking Alarmed.

[SHANGHAI "PO" SERVICE.]

Peking, April 30.

The Grand Councillors, on hearing the news from Canton, immediately instructed the Board of Interior and the Commander of the infantry corps in Peking to make a strict search for all the revolutionaries in Peking, and to put a number of questions to those who are queuelless.

The high officials are greatly alarmed over the riots in Canton, and dare not leave their yamens.

CANTON REVOLT.

VICEROY'S MEMORIAL TO THE THRONE.

[THE "TELEGRAPH" CORRESPONDENT.] Canton, April 30.

In his telegraphic memorial to the Throne, about the rising in Canton, the particulars of which have already been reported in our columns, H. E. the Canton Viceroy reported that nearly all the anarchists were arrayed in foreign garb.

On their way to commit the arson in the Viceroy's yamen, these foreign-dressed incendiaries were carried in sedan chairs. The chair coolies were also members of the gang, under disguise in order to escape the attention of the police. The Viceroy said that the action of the anarchists in setting fire to the yamen, was so sudden, that it was impossible to mobilise all the troops at a moment's notice.

It was not the fault of the civil and military officials, and the Viceroy thought that he, himself, ought to have been blamed for carelessness in not discovering the plot. He also asked the Throne to inflict punishment on him. He said that the civil and military were very active, and energetic in searching for and arresting the revolutionaries.

His Excellency asked the Throne to free them from blame for this occurrence in Canton, and let them have a chance to render good service to the nation in future. He further reported that the foreign Consuls and subjects have been looked after and he had placed a special regiment of troops, together with some gunboats, patrolling Shamen for their protection. The Chinese people in the city have neither been molested nor robbed by the revolutionaries.

It is stated that the Manchester Corporation Free Library, which has already banned Mr. H. G. Wells's "Ann Veronica," refuses to place "The New Machiavelli" on the shelves.

According to a Peking message to the "Mainichi," the estimated cost of the manoeuvres of the Chinese Imperial Guards and the 8th Army Division, to be held in the vicinity of Shanhaikwan next autumn, is over 1,000,000 taels.

BRIGANDS AND ANARCHISTS JOIN.

A native paper says that the leader of the anarchists has joined with the brigand chief Luk Lang Ching. The combined forces are advancing in large numbers and many houses in Fatshan have been looted and burnt.

THE REVOLUTIONARIES AND THE PRESS.

SOME HOME TRUTHS BY CHINESE WRITERS.

We note with satisfaction the reasonably and patriotic comments of the vernacular press on the recent outbreak at Canton.

The writers are very far indeed from giving the revolutionaries any support whatever. On the contrary they roundly accuse them of being unpatriotic, of working for their own selfish ends and of doing untold harm to their country and bringing misery upon a people already sufficiently under the slings and arrows of outrageous fortune.

The madness of trying to take Canton with a few men badly armed and altogether undisciplined is dwelt on. It can only bring sorrow to the people who have already to pay more for their food, thanks to the mistaken efforts of men who are not really patriotic.

The writers call upon the revolutionaries to desist, and if they must help their country, let them seek for other means besides war. There is much that they can do to help China, but they can only do harm by resorting to the policy of the bomb. The papers express the hope that these disturbers of the peace will be quickly brought to justice.

The People Hungry.

The closing of the gates of Canton and the almost total cessation of all business is causing much distress among the poorer classes. Things are not bettered for them by the exodus of the wealthier families, whose custom is thus removed from their shops. The price of food has gone up enormously, three catties now costing as much as would have bought ten or fifteen some time ago. The situation is greatly aggravated by this, and unless peace is quickly restored, riots may be expected at any moment. The large majority of the people are out of all sympathy with the revolutionaries.

THE STATE OF THE CITY.

[THE "TELEGRAPH" CORRESPONDENT.] Canton, April 29th.

This afternoon the city gates were closed again, as it has come to official ears that there are still some anarchists in hiding. Queuelless Chinese are being continually stopped by the troops, and subjected to interrogation, while a watchful eye is kept on those who wear a wig and a false queue.

The shops have not re-opened for business yet. Foodstuffs have risen considerably in price, especially rice.

Blood stains still disfigure the streets, which are in some cases filled with the bodies of the slain. The smell arising is intolerable, and the police will soon have to turn their attention towards the removal and burial of the rapidly decomposing corpses.

The medical returns for the week ending April 29 show that a good deal of sickness is prevalent in the Colony. Seven cases of bubonic plague occurred, of which one proved fatal; thirteen of small-pox, twelve of the patients dying; two cases of enteric, one death, and one fatal case of relapsing fever make up the total.

TELEGRAMS.

ANOTHER PREFECT ASSASSINATED.

SHUINGH OFFICIAL KILLED BY REVOLUTIONARIES.

[SHANGHAI "PO" SERVICE.]

Canton, May 1, 10 a.m.

The revolutionaries are spreading over the country side, and assisted by brigands are murdering and pillaging the towns along the West River.

News has been received that a lawless band has destroyed the Yamen of the Assistant Prefect of Fatshan and have looted the town.

The band then passed on to Shuinhing and there murdered the Prefect and attacked the town, looting every place they came to.

The countryside is greatly alarmed.

Latest from Canton.

May 1, 12 o'clock.

The gates of the City have again been closed and no one may leave or enter Canton.

The Chinese section of the Canton-Kowloon railway has suspended traffic.

BRIGANDS BOMBARDED.

GUN BOATS KILL OVER TWO HUNDRED.

[TSUN WAN YAT "PO".]

Canton, May 1, 11 a.m.

The two Chinese gun boats, Kiang Tai and Kiang Hong, while patrolling the West River came in sight of the brigands under Luk, as the latter were advancing on Fatshan.

A brisk fight ensued. The gunboats heavily bombarded the band and killed at least two hundred, wounding many more. The brigands replied with a spirited fire, and despite their heavy losses pushed on the Fatshan, which they sacked.

Outside Fatshan the brigands met the Imperial troops at Tung-shi Bridge, and a severe encounter took place.

The losses on the Imperial side were thirty-seven killed, while the brigands lost many more.

SERIOUS NEWS.

THREE RIVER TOWNS TAKEN BY REVOLUTIONARIES.

BRIGAND CHIEF ON WAR PATH.

News has been received by us from a private, but reliable, source of a serious nature.

The revolutionaries in strength have attacked and captured the three West River towns, Samstui, Weichow and Wuchow, and have murdered the prefect of the first named.

They have seized stores and ammunition and have looted the shops. They are in strength in this neighbourhood.

Immediately after capturing the towns and putting the Imperial troops to flight—it is feared that some of the latter have joined them—they cut the telegraph wires and stopped all communication with the outside world.

To add to the dangers of the situation, the brigand chief Luk of Shuntak has gone on the war path.

As soon as he heard of the Canton outbreak he gathered his forces and descended suddenly on Chunglok. Here they seized the market where a store of arms and ammunition is kept, and succeeded in getting a large number of arms.

The force then proceeded to Fatshan and pulled down the Yamen of the Assistant Magistrate after which they thoroughly looted the town. The people along the river bank are panic-stricken.

The Canton Viceroy on hearing of this brigandage at once despatched a force of troops to the scene.

The looting took place yesterday evening and the troops were sent off this morning.

FRENCH PRESIDENT'S RETURN.

[REUTER'S SERVICE.]

Bombay, 7.35 a.m.

The French President (M. Fallieres) has returned from Toulon.

The Berlin semi-official "Norddeutsche Allgemeine Zeitung" hopes events will permit France to adhere to the Morocco programme. Any transgression of the Algeiras Act will have bad consequences which cannot be disregarded.

REUTER'S TELEGRAMS.

REPORTED CAPTURE OF MEQUINEZ CONFIRMED.

TRIBES QUARRELLING.

REUTER'S SERVICE TO THE "TELEGRAPH."

Bombay, May 1, 7.35 a.m. A telegraphic communication states that a Rabat courier from Mequinez confirms the report that the town was captured by Berbers, after five days fighting. Another message from Fez says there has been no further attack on the town, but some principal beleaguering tribes are quarrelling among themselves.

SHANGHAI RACES.

TO-DAY'S RESULTS.

Stewards:—Mr. R. Macgregor (Chairman), Messrs. M. Hoexter, H. E. R. Hunter, John Liddell, F. B. Marshall, L. Midwood and E. C. Pearco.

We are indebted to the stewards of the Jockey Club for the following results.

FIRST DAY.

The Shanghai Spring meeting commenced to-day. The course was a very heavy one. Results in brief are appended below:—

1.—THE SUBSCRIPTION

GRiffin PLATE.—Value, Tls. 200. Second Pony, Tls. 50. Third Pony, Tls. 25. For Subscription Griffins of this Meeting. Weight for inches as per scale. Entrance, Tls. 5. Three quarters of a mile.

Dunbar (Johnstone) 1
Crustman (Burkill) 2
Quatiti (Cumming) 3
Time: 1.30 1.5.

2.—THE CRITERION STAKES.

—Value, Tls. 400. Second Pony, Tls. 100. Third Pony, Tls. 50. For China Ponies. Weight for inches as per scale. Entrance, Tls. 5. One mile.

Willow Tree (Vida) 1
Hankow (Morris) 2
Just in Time (Cumming) ... 3
Time: 2.07 1.5.

3.—THE GRIFIN'S PLATE.

—Value Tls. 500. Second Pony, Tls. 150. Third Pony, Tls. 75. For China Ponies that have never run at any Meeting. Weight for inches as per scale. Entrance, Tls. 5. Three-quarters of a mile.

Foreman (Burkill) 1
Cyprus Tree (Vida) 2
Glengarry (Johnstone) 3
Time: 1.32 2.5.

4.—THE CATHAY CUP.

—Value, Tls. 250. Second Pony, Tls. 75. Third Pony, 50. For China Ponies. Weight for inches as per scale. Griffins of this Meeting—allowed 7 lb. Entrance, Tls. 5. One mile and a half.

Persimmon Tree (Vida) ... 1
Por (Schnorr) 2
Coronation Rose (Burkill) 3
Time: 3.19 2.5.

Prinz Waldemar, took a large quantity of cigars to Australia from Manila.

Lieut. G. H. Kent, 1st Bn. K.O.Y.L.I., arrived in the Command from England, per s.s. Delta, on 27th April, 1911 (leave).

Leave of absence, on private affairs, to the United Kingdom, has been granted to Capt. G. O. Dwyer, R.G.A., on private affairs, to the neighbouring countries, to Miss F. G. P. de Stoudza Zrinyi, Sister, Q.A.I.M.N.S.

The Hongkong Volunteers who have gone to London to be present at the Coronation were cheered on their way by the O.B. Brewery, which presented them with a case of their well-known beer.

The compound of Messrs. Arnold, Karberg and Co. at Tientsin—containing a large number of bales of cotton has been badly damaged by fire—about 12,500 bales having been burnt or otherwise seriously affected.

REUTER'S
TELEGRAMS.

HOME POLITICS.

CHELTENHAM BYE-
ELECTION.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 29.

A bye-election at Cheltenham, which was held consequent upon the unseating of the last member (Mr. Richard Mathias, L.) owing to illegal practices by his agents, has resulted in the election of Mr. Gardner, the Unionist candidate, who polled 4,043 votes, against the 4,039 secured by Major Mathias, Liberal, a brother of the unseated member.

[The result of the last election for this constituency was:—Mr. Richard Mathias (Liberal), 3,841; Lord Duncannon (L.U.), 3,753. Liberal majority, 93.]

THE SITUATION IN
MOROCCO.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 29th.

It is reported from Paris that M. Cruppi says that according to the latest despatches Major Bredon's Malhalla is intact twelve miles from Fez.

He does not believe that Major Bredon is dead.

The Casablanca column, after forced marching, is now within fifty miles of Fez.

London, April 30th.

From Tangier it is officially reported the Major Bredon's force and the Malhalla arrived at Fez on the 26th instant.

DEATH OF FORMER
BRITISH CONSUL.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30th.

The death is reported of Mr. R. W. Mansfield, formerly of the British Consular service in China.

The Singapore Chess Club, which is of 15 years' standing, having fallen into a moribund condition, has amalgamated with the Y.M.C.A. Chess Club. Each club felt great reluctance to change its name and after much discussion it was agreed that the title of the new club should be "The Singapore Chess Club—Y.M.C.A. Chess Club." Both parties expressed themselves well satisfied with the union; the club is now a strong one and it is to be hoped that it will meet with every success in the future.

REUTER'S
TELEGRAMS.RUSSIA AND THE FAR
EAST.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30.

A St. Petersburg message states that M. Sukhomlinoff, the Russian Minister for War, has proceeded to the Far East.

AMERICAN INTERESTS
AT CANTON.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30.

It is reported from Washington that the U.S. gunboat "Wilmington" has been ordered to proceed from Hongkong to Canton to assist American citizens.

THE PLAGUE CONFER-
ENCE.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30.

A St. Petersburg telegram states that information has been received from Mukden to the effect that the delegates to the Plague Conference, have encountered opposition from Chinese doctors as soon as they sought to discuss important questions.

GERMAN CROWN PRINCE
TO VISIT TSAR.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30th.

Router's correspondent at Berlin telegraphs that the German Crown Prince, accompanied by the Princess, will visit the Tsar in the middle of May.

ANOTHER BRITISH
SUPER-DREADNOUGHT.REUTER'S SERVICE TO THE
"TELEGRAPH."

London, April 30th.

The British super-Dreadnought battleship cruiser, "Princess Royal" was launched at Barrow yesterday. The Duchess of Fife performed the christening ceremony. The "Princess Royal" has a tonnage of 20,360 tons, and will be armed with 13-12 inch guns.

CHINESE
TELEGRAMS.EMPRESS DOWAGER'S
DAILY EXPENSES.

["SHUNG PO" SERVICE.]

Peking, April 30.

The Empress Dowager has told Prince Ching that the daily expenses in her summer residence, the Summer Palace, will be 13,000.

NEWLY ELECTED
VICEROY LEAVES
PEKING.

["SHUNG PO" SERVICE.]

Peking, April 30.

The newly appointed Viceroy of the Three Eastern Provinces will leave for his new post tomorrow.

VICEROY MEMORIALIZES
THE THRONE.PRAISES THE WORK OF
VICEROY LI IN DEALING
WITH FRONTIER DISPUTES.

["SHUNG PO" SERVICE.]

Peking, April 30.

The newly appointed Viceroy of the Three Eastern Provinces has memorialized the Throne, praising the usefulness of Viceroy Li, of Yunnan, in dealing with the frontier disputes. The new Viceroy said that Viceroy Li had maintained a firm attitude in dealing with these frontier questions and on no account should the Throne accept his resignation. The Prince Regent was of the same opinion.

SECRET INSTRUCTIONS
FROM THRONE ORDERS
ARRESTS.

["SHUNG PO" SERVICE.]

Peking, April 30.

Yesterday the Board of Interior received secret instructions from the Throne to arrest a number of people.

FORMATION OF NEW
CABINET DISCUSSED.

["SHUNG PO" SERVICE.]

Peking, April 30.

A meeting of the Princes and high officials was held in the presence of the Throne, this morning, to discuss the formation of the New Cabinet.

CHINESE
TELEGRAMS.TO INFLUENCE CHINA IN
MATTERS FINANCIAL.

["SHUNG PO" SERVICE.]

Peking, April 30.

Japan, Belgium and Holland are trying their best to influence China to engage financial experts from their respective countries.

YEUNG SHU PROBABLE
MINISTER TO JAPAN.

["SHAT PO" SERVICE.]

Peking, April 30.

It is reported that Yeung Shu will be appointed Chinese Minister to Japan.

CHINESE MINISTER TO
ST. PETERSBURG.

["SHAT PO" SERVICE.]

Peking, April 30.

The President of the Board of Foreign Affairs has strongly recommended Shi Shiu Ka to be the Chinese Minister to St. Petersburg.

YUAN SHIH K'AI.

RETURN TO OFFICE
REPORTED.

["SHAT PO" SERVICE.]

Peking, April 30.

A certain Grand Councillor has strongly advised Yuan Shih K'ai to return to office and help to save the nation from ruin.

It is reported that Yuan Shih K'ai has agreed.

The news, that Yuan Shih K'ai's return to office is not unlikely, will cause general satisfaction. The ex-Grand Councillor is a statesman that China is badly in need of at this moment. Rightly or wrongly he has the confidence of the Powers, as represented by their Ministers at Peking, and his undoubted strength of character, his knowledge of China's foreign relations, his restrained ambition, would prove of the utmost value to a distracted Central Government. His acceptance of office, also, would greatly weaken the hands of the revolutionaries. A pure-bred Chinese himself, he would, were he again in power, surround himself with men of the school so ably represented by Tang Shao-yi, S. T. Liang, Tsai Chow Chi, and others of that clique, in addition to which the short shrift he gives to disturbers of the peace is a household word throughout the Empire. Yuan is a strong man, and a strong man is needed, even if we do not always agree with his motives. We trust that the news of his return is correct. It is time that a definite policy was adopted by Peking, and Yuan is the man for the work.

Intimations

OLD ALLEYNIAN DINNER.

ON FRIDAY, May 28th an O. A. DINNER will take place at 8 p.m. at the GRAND HOTEL, Old Alleynians wishing to be present are asked to send in their names to the undersigned.

H. O. SPINK,
Vicarage,
Kowloon.

Hongkong, 28th April, 1911. [1089]

CAUTION.

WHEN Submarines are taking in petrol at the Asiatic Petroleum Company's Wharf at Tai Kok Tsui, a Red Flag will be hoisted at the Flag Staff at pier head also Red Flags will be placed on the Buys to N. and W. N.W. of such pier.

No ship, launch or other vessel shall approach this Wharf or within 250 yards of such when the Red Flags are hoisted and all traffic shall pass to the Westward of the Buys when flying Red Flags.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Hongkong, 28th April, 1911.

CAUTION.

AS Submarines will be constantly exercised in the vicinity of this Port and in view of the difficulty that passing vessels have in observing these boats, a large Square Red Flag will be displayed from the vessel in company with the Submarines (usually a Destroyer or Gunboat) and this Flag will be flown whenever Submarines are practising in the Waters of the Colony or those adjacent to it.

The vessel flying the Red Flag should be given a berth of at least one mile. When, however, this from any reason cannot be given, the vessel flying the Red Flag must be approached at a slow speed and a good look out kept for Submarines, until the approaching ship can be warned by word of mouth of the danger zone.

C. W. BECKWITH,
Commander, R.N.,
Harbour Master, &c.
Hongkong, 28th April, 1911. [1097]

THE CHINA PROVIDENT
LOAN AND MORTGAGE
CO., LD.

(CAPITAL PAID UP \$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

TRUSTEE, EXECUTOR OF
WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.
General Managers.
Hongkong, 19th March, 1908. [41]

OLOUET CHAMPAGNE
EXTRA DRY.

24 pints at \$22.50.
FRENCH STORE,
6 Queen's Road.
Hongkong, 16th Mar., 1911. [47]

PO SING
JEWELLER & SILVERSMITH
No. 1, PORTINOR STREET.

CANTONESE SILVER WORK
of every description done here,
Moderate Prices.
Xmas and New Year Presentings
great variety and at special rates suitable to all tastes and purses. [685]

PEAK TRAMWAYS CO.,
LIMITED.

TIME TABLE.
WEEK DAYS.

7.00 a.m.
7.50 a.m. to 10.00 a.m. Every 10 min.
10.00 a.m. to 11.00 a.m. " 15 min.
11.00 a.m. to 12.45 p.m. " 15 min.
12.45 p.m. to 1.15 p.m. " 10 min.
1.15 p.m. to 1.45 p.m. " 15 min.
1.45 p.m. to 2.15 p.m. " 10 min.
2.15 p.m. to 3.00 p.m. " 15 min.
3.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.
every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 min.
9.00 a.m. to 9.30 a.m. " 30 min.
9.30 a.m. to 10.30 a.m. " 15 min.
10.30 a.m. to 11.00 a.m. " 10 min.
11.00 a.m. to 12.00 noon " 15 min.
12.00 noon to 1.00 p.m. " 10 min.
1.00 p.m. to 5.00 p.m. " 15 min.
5.00 p.m. to 6.00 p.m. " 10 min.
6.00 p.m. to 7.00 p.m. " 15 min.
7.00 p.m. to 8.00 p.m. " 10 min.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra cars at 8.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, Alexander Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 14 April, 1908.

Public Company

UNION INSURANCE SOCIETY
OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A FINAL DIVIDEND of Twenty Dollars per Share for the year 1909, and an Interim Dividend of Thirty Dollars per Share for the year 1910, will be payable on WEDNESDAY, the 26th instant.

Warrants may be had on Application at the Office of the Society on and after that date.

By Order of the Board,
—C. MONTAGUE EDE,
Secretary.
Hongkong, 26th April, 1911. [1084]

THE BRITISH-FOREIGN
IMPORT & EXPORT COM-
PANY, Central Buildings, Liverpool,
England, is prepared to receive Con-
signments of Local Produce on best
terms.

230, Des Voeux Road Central.
Telephone No. 690.
Hongkong, 2nd Jan., 1911. [74]

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(Effective from May 1, 1911.)

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Hongkong, 29th April, 1911. [765]

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ALEXANDRIA BUILDINGS.
Hongkong, 7th July, 1910. [28]

The object of this paper is to publish
correct information, to serve the truth
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.
A. B. O., 6th Edition
Western Union.

**THE
Hongkong Telegraph**

HONGKONG, MONDAY, MAY 1, 1911.

ARBITRATION.

The resolution in favour of Anglo-American arbitration, which was passed by a huge meeting in the Guildhall, as reported by Reuter, marks a very definite step towards universal peace. The two great branches of the great Anglo-Saxon race see eye to eye in this matter. Neither Great Britain nor America want war. Neither is afflicted with militarism, both are "nations of shopkeepers," are clear-headed, recognising fully the horrors of modern war, and for many years past neither has shown any desire to aggressively extend its possessions. Even without a treaty they are factors in the march towards peace, but with such an instrument they bring us immeasurably nearer the goal we are slowly but steadily approaching. Although the telegram does not say so, the Guildhall meeting is doubtless the result of the expressions of opinion which have passed between President Taft and Sir Edward Grey, on the former's initiative.

The President informed the Secretary of State for Foreign Affairs that he "had a splendid idea"—at least that is what he is reported to have said—to hasten universal peace. The full description of the President's idea has not transpired, but Sir Edward Grey displayed the utmost eagerness to discuss it with him, so we may suppose it is "splendid." It was practically certain that an arbitration treaty would follow the discussion of the two statesmen, but what else is comprised in the "idea" we do not know. As Mr. Asquith says: "Wait and see."

The ideal of peace is surely and rapidly being adopted by all peoples, and both those modern prophets, Kilping and H. G. Wells, may yet find themselves in the position of weavers of fairy tales whose tales come true. The extension and development of arbitration would certainly put the world under the administration of what Mr. Kipling calls a "Planetary Board of Control," which would deliver judgment on all disputes. It would not interfere in the international affairs of any country, but national officials would be confined to judges and police and a Cabinet of two or three. The dream may come true; there is, indeed, nothing insurmountable in its way, and only national feelings and racial antipathies to check its development. Both these sentiments, moreover, are less strongly implanted in the human breast now than in other days. We are more tolerant, less sharply divided in ideas, aims and ideals, and the fusion of the races is only a matter of time, time that is, in terms of world-progress. As surely as America and England have given the rolling ball now impetus, so surely will peace dawn universally.

PATHETIC REVOLUTION.

The trend of all modern civilisation, of all progress, is to intensify the relationship of man and man; so that the crime of our brother, like a stone thrown into a placid pond, causes disturbances far distant from the actual point of contact. The Chinese, more than any nation on earth, "take in each other's washing"; they are entirely interdependent, and, therefore, revolution hits the people in all parts of the country. An outbreak in Canton, small though it may be and more a flash in the pan than a serious movement, causes misery over a large area and among people far removed from the scene. The conditions imposed on the people by this abortive attempt are indeed only further proof that revolution has gone out of fashion and out of use. The appeal to the sword is inapplicable to modern life, and the sooner the Hongs of China realise this the better. They may, and very likely will, cause riots, but these will not be the expression of a people's hatred of its rulers, but the cry of hungry men and women for food. None the less they will be dangerous, and above all things pathetic, for how can one take seriously a revolution that must degenerate into mere bread riots? We may hear at any moment of such occurring at Canton, but to honour them by calling them anti-dynastic risings, would be ridiculous. The present outbreak may cause a good deal of bloodshed. It will certainly bring misery to the people and that without in the least helping them to an improved Government.

A large number of Chinese coolies are returning to China by the "Glenogle."

HONGKONG DAY BY DAY.

Mr. P. G. Subramania Iyer, Editor of the "Indian Shortland Journal," sends us a copy of this new journal. It is well worthy of perusal by students.

The leading jewellers in Calcutta are said to be very busy at present with important orders from Indian noblemen, some of whom intend being present at the Coronation in London.

We have received some very excellent photographs from Mee Cheung, of the contingent of Hongkong Volunteers, just before their departure for Home-to-be present at the Coronation.

Cholera seems to be on the increase in Batavia and the surrounding country. From April 2 to 10, the average per day was about six cases. For the 9th and 10th alone there were 21 cases.

The mortality returns for Singapore, issued by the Registrar of Births and Deaths, show that during the week ending April 15 there were 285 deaths, giving a ratio per mille of population of 50.84.

The "Ceylon Observer" hears there is a project on foot to start a big Coconut Company and that this is one of the objects of Mr. R. M. Latham's visit to Ceylon. Whether the new company is to be floated in London or Ceylon is not yet definitely known.

A feast of good things is at present being provided to patrons of the Empire Cinematograph. Signorina Salvati appears in an amusing laughing song, while Miss Irma La Pomme and Mlle. Basens contribute pleasing songs. Sr. Falanto's fine rich voice nightly evokes well-merited applause.

The annual meeting of the Hongkong Auxiliary of the British and Foreign Bible Society will be held in the City Hall on Thursday, May 4th, at 5-15 p.m. It is expected that the Rev. G. H. Bondfield, the Society's agent for China, and Mr. J. L. McPherson, M.A., will address the meeting.

Our Masonic readers may be interested to know that the address to be presented to H.M. King George V. is on view at Messrs. Kelly & Walsh's store to-day. The address is printed on hand-made Japanese paper in gold and purple, and bound in a Morocco case lined with silk, with hand-some gold mountings of Masonic design, and will be enclosed in a Canton red wood box with Masonic design carved on the lid.

Telegraphic advice has been received in Tokio of the sudden death of Captain Marble, formerly naval attaché to the American Embassy in Tokio. Captain Marble committed suicide by shooting himself with a revolver at his home in Washington on April 4th. He was in Tokio during the Russo-Japanese war and afterwards served in the Philippines. Captain Marble was only forty-two years of age.

UNREST IN PORTUGAL.

ANOTHER MONARCHIST PLOT.

London, April 17.—While the revolts in Mexico, Morocco, and Albania have not yet passed the limits of danger, unrest has again broken out in Portugal. A Monarchist conspiracy, in which a part of the Army is concerned, to overthrow the present Republican Government has been discovered at the city of Braga, and five military officers have been arrested. Anarchy has broken out at Lourenco Marques, Portuguese East Africa. Revolutionaries are attempting to expel the Governor and those officials and private citizens who belong to the Monarchist party. In these circumstances the British South African Government, with a view to protecting British interests in the port, has hastily dispatched a cruiser lying at Simonstown, Cape Colony, to Delagoa Bay. "Minnich."

(Presumably the Revolutionaries in question are ultra-Republicans who want the authorities to take more severe measures against those having Monarchist tendencies.)

THE WRECK OF THE ASIA.

STORIES OF THE PASSENGERS.

The story of the wreck of the Pacific Mail Steamship Co.'s str. Asia, on the Finger Rock, near to the Taihow Islands, some 200 miles from Shanghai, is as sensational as anything that has occurred this side of Suez for many a long day. The incidents following upon the vessel's contact with the rocks, the fight with piratical Chinese, the bravery of the passengers, and the hasty flight in boats to a secluded spot amongst the mountains-of-the-sea, recall vividly the best stories of writers of adventures on the deep.

Mr. H. Cooper, who with his sister was journeying from Hongkong, tells the story in a manner that requires no elaboration. He stated that the voyage was of the usual nature until 5.27 a.m. on Sunday morning last, when the vessel ran on to Finger Rock. The officer of the watch had called the skipper about five or six minutes before she actually went ashore, but on going on to his bridge the skipper perceived that he was too late. He, however, did everything that could be done and seeing that an accident was inevitable he had the engines reversed. Just before the vessel struck the skipper had the engines turned on to full speed ahead, to keep her from slipping off the rocks and to prevent her falling back into the deep water where she might easily have sunk. There were seven and a half fathoms of water lying under the stern and if the Asia had slipped off the rocks she would in all likelihood have gone down in ten minutes or less.

LANDING AND THE SHAOHSING.

It was daylight, but a heavy fog hung over the sea when the crash came, and the passengers were all asleep below. The terrific impact, however, awakened them all simultaneously. There were no loud shrieks, no wild rushes and no panic of any description. A number of people ran about the corridors looking a trifle anxious, but five minutes after the affair had happened everybody was calm and collected. Not a cry disturbed the work of rescue, which was being speedily pushed forward. Most of the ladies even made as bold as to dress and pack up their belongings. The crew worked with great energy albeit coolly and with discipline, and very quickly all the port-side boats were lowered, but the cent of the ship made it very difficult indeed—to lower the starboard boats. After a stiff struggle, however, all these boats were lowered but one.

Whilst this was taking place a miniature fleet of Chinese junk boats emerged from out of the fog, but they were kept at bay by the ship's officers who at times fired off their revolvers to frighten them. Without a hitch the women and children were lowered into the lifeboats and after these had put off the male passengers and the Chinese climbed down to the boats. The boats proceeded more or less in company round the corner of the rock to look for a landing place. Eventually, after proceeding for half a mile, a patch of shingle, protected by the cavernous rocks, was located and the whole of the ship's party landed. The boats that were not required for passengers followed shortly afterwards laden with provisions, sails and a supply of water. The scene in the hollow was a memorable one, for some of the passengers were only partially dressed and a few of them were still wearing their night attire. The male passengers quickly got to work and built up a tent in which the ladies dressed, and another temporary structure was erected for the accommodation of the provisions and the doling out of rations to the children.

Some time afterwards—it was perhaps two hours—the O.N.S. Shaohsing hove in sight and came to the rescue. Immediately the passengers were taken on board, and the kindly hospitality of the officers and crew of this vessel gained golden opinions from the shipwrecked passengers. The Captain and officers turned out of their cabins and accommodated the ladies. It is a striking commentary upon the success of the arrangements that all the ladies and the children were accommodated.

The commissariat department of the Shaohsing was wonderfully well stocked in view of the fact that she was returning from a round voyage. No fewer than sixty-seven foreign passengers of the Asia, the crew, and sixty-five Chinese passengers were catered for, the supply of meals being continued throughout the voyage to Shanghai.

PIRATES ON BOARD.

After all the passengers had been got safely on board the luggage and the mails was transferred from the doomed vessel, meanwhile the piratical Chinese were hovering ominously around the Asia. The captain, chief officer and the chief engineer of the Asia remained on board their vessel throughout the night to prevent her being looted. The boats were undermanned and the third officer and an engineer, either owing to the strong wind which had arisen, or to their exhausted condition, were carried out to sea. The black night hung heavily over the water, but the captain of the Shaohsing lay by until it had cleared, and took the officers off the Asia. Hardly had the latter left their vessel ere the Chinese surrounded it and in a twinkling they were busy looting it. The captain of the Shaohsing then cruised about looking for the boats containing the missing seamen. One of the men was found in a Chinese junk, but he owed his safety to the fact that, with his revolver, he persuaded the pirates to refrain from looting and to hang about in the wake of the ship. His colleague was not fortunate enough to possess a revolver and the occupants of the Chinese junk which he joined, took him, it is surmised, along with them on their thieving expedition. The missing man could not be found and, while the vessel was cruising round, the America Maru arrived. It appears that she had picked up the wireless message of the Asia which was directed to the Island of Formosa. The America Maru also lowered a boat and took up the search for the missing seaman and the Captain intimated that he would stand by for a few hours. Still another vessel hove and thereupon the Captain of the Shaohsing represented to the other Captains that he was running short of water, and as he had a large complement of passengers he could remain no longer.

The Shaohsing then proceeded to Shanghai where she safely landed her passengers at 9 p.m. yesterday morning.

INCIDENTS OF THE RESCUE.

The breakdown of the Asia's wireless communications was considered to be due to the generator giving out probably when the ship dashed forward and filled with water. It was presumed that the missing man had been found, from the fact that the American gunboat, Helena, which had preceded the tug boat by an hour, returned to Shanghai yesterday morning. The warmest praise is due to the officers and crew of the Asia and the Shaohsing, who worked heroically throughout. The passengers of the Asia subscribed several hundred dollars on the journey to Shanghai and the officers and crew of the Shaohsing have been invited to a dinner to be held at the Asor House this evening, when the money and a suitable present will be given to the Captain.

Captain Koford, who was returning to Shanghai by the ill-fated steamer, warmly eulogized the heroism of the ladies, and he observed that he had never previously witnessed such commendable behaviour in the face of a grave danger.

It is to Miss Cooper that the greatest praise is due and according to Mr. E. W. Davies she was the last lady to leave the vessel. Her coolness won great admiration and not only did she proceed to pack her own things, but she afterwards assisted other ladies to get their belongings together.

The Chinese in the junks somewhat hampered the work of rescue, for each time a boat put off for shore they conducted a "fresh assault" upon the ship. Several shots were fired at them, and a bullet unfortunately lodged in a Chinese woman's back. She was brought to Shanghai and her condition is not regarded as serious. In stemming one of the attacks by the Chinese in the junks, one of the officers sustained a somewhat serious wound on the forehead.

The vessel after striking the rocks rested for a while on a ledge of rock with ten to fifteen fathoms of water under the stern in a very dangerous position, being about half submerged. It is feared that she will break in half, and although part of the valuable cargo may be saved, salvage is considered impossible. The loss sustained in respect of the ship and her cargo is estimated at about £300,000.

WIRELESS TELEGRAPHY.

The efficacy of wireless telegraphy and the advantage that the wrecked vessel would have enjoyed is reflected in the opinion of Capt. Bayes-Davey, of the firm of Paulson and Bayes-Davey, Lloyd's agents, who was also one of the passengers. The wireless on board was operated until about nine o'clock when it failed. The Sumatra could, however, only have been a little way off and had she been equipped she could have rendered assistance. The America Maru was about a hundred miles off and could not have reached the distressed ship until three p.m.

The officers and the crew of the Asia realized the position immediately. The greatest danger was manifested in the first hour when it was impossible for anyone to say whether the vessel would remain on the rocks or not. The pluck of the Captain, the Chief Engineer and the first mate was loudly applauded. After all the passengers had been safely landed they stood by their ship and kept the marauding Chinese at bay. They had a most trying time especially when it is considered that they had had a busy day after leaving Hongkong. The fullest meed of praise is also due to the officers and crews of the Shaohsing and also to the wrecked passengers.

TRIBUTE TO THE CAPTAIN.

The following testimonial from the passengers was presented to the Captain of the Asia:—

On board the steamship Shaohsing, April 24, 1911.

To Captain Harry Gaukroger and the officers and members of the crew of the steamship Asia. Sir and gentlemen,—We, who were passengers on the steamship Asia when the vessel met her fate on Finger Rock in the China Sea on the morning of April 23, take this opportunity of expressing to you our appreciation of your unquestioned courage, your remarkable self-control and the highly satisfactory handling of a situation that puts to the severest tests every quality of manhood.

We desire to thank you each and to point out to the world our appreciation of the coolness, courtesy and great ability with which we were cared for upon the wreck and taken from the Asia in the hour of great danger to the beach and there protected and provided for in every manner possible and with a thoroughness that commands you to the esteem of all persons.

We also wish to thank you for the care with which our possessions were cared for and transferred from the Asia to the rescue ship, the steamship Shaohsing of the China Navigation Company. The circumstances were such as to offer us little hope in any direction and the safety and comfort we have enjoyed is due to the heroism of the officers and crew of the Asia.

Gentlemen, we wish you all the good fortune that men of such sterling qualities should reap as their reward and pledge our undying gratitude to you for your efforts.

The foregoing was signed by all of the passengers.—"N. C. D. News."

The story of the wreck is most graphically told by Mr. Timothy E. Healy, City Editor of the "San Francisco Evening Post," who was a passenger on board the Asia. We will put the narrative as nearly as possible into Mr. Healy's own words.

THE "ASIA'S" LAST DEPARTURE.

The Asia left Hongkong 1 p.m. on Friday, April 21, on what has thus proved to be her last voyage. The weather was fine and all went well during the remainder of the

Friday, Friday night and Saturday, the good ship steaming easily and swiftly up the coast and the passengers enjoying the run very greatly.

Captain Gaukroger retired to his room at 11 o'clock on Saturday night, leaving orders with the officer on the bridge that he should be called if the weather thickened or if anything unusual occurred. He also directed that under no circumstances was he to be allowed to remain undisturbed after daybreak, at which time he was to be called and informed with regard to the state of the weather. At daybreak on Sunday, the Third Officer, J. L. Johnson, who had relieved the bridge at 4 a.m., went to the Captain's room, woke Captain Gaukroger and informed him that the weather had cleared and that nothing was in sight. Soon afterwards a thin fog began to settle down, but it lifted again very shortly, only, however, to come on again quickly and thickly at about 5.20. The Captain then went on the bridge, and as the ship was running along at full-speed, 15 knots, he slowed her down to half-speed. The really thick fog lasted only four or five minutes, and when it lifted again Captain Gaukroger saw to his horror that the ship was heading straight on for the Finger Rock.

THE WRECK.

So close was the bow of the Asia to the formidable bluff which was looming straight up out of the water right ahead, that Captain Gaukroger at once perceived there was no hope of avoiding the peril. He did reverse his engines for a moment, put the helm over slightly in order to head her for a part of the rocks which seemed to offer a better chance of holding the vessel tightly,—once she was jammed in among them,—and then turning the telegraph to "Full speed ahead," for the last time, drove the Asia onward to her doom.

She struck at 5.30, or it may have been a minute or two earlier. So terrific was the force of the impact that a huge hole was rammed in the very face of the cliff which consists of some soft, friable rock, rising sheer out of the water to a great height and with a number of smaller rocks scattered around about the base, among which the "Asia" finally came to a deadstop, with shattered bows and stem, and a great jagged spur penetrating the starboard side amidships and holding the stricken steamer fast among the boulders as in a cradle.

THE LANDING.

No warning was necessary to summon the crew and passengers on deck. Everybody sought the open air at once, but, although there was naturally considerable excitement, nothing whatever in the nature of a panic took place. As will be seen from the lists, a large proportion of the foreign passengers consisted of women and children, and there were also about 70 Asiatic passengers, 57 of whom were Chinese. But everybody behaved most admirably. The Captain, the officer of the watch and a couple of quarter-masters were on the bridge—and remained there doing their duty like good seamen to the very last. The officer and crew went quietly to their stations and told the passengers off to their respective boats. Mr. Aitken, the Chief Engineer, saw to it that all the passengers had life-belts and that the belts were properly adjusted, and every boat on the ship was promptly lowered. There was no fuss, no hurry, but there was also no delay. The ship soon began to settle and list to the port side, so the boats were all got to that side and then the passengers were put over the rail from the main deck and sent down pilot ladders to the boats. The sea was calm, the wind light and steady, and no difficulty whatever was experienced in getting the people into the boats, and before they left the ship it is only due to them to put the fact plainly on record that no one murmured, no one wept, no one misunderstood, or hesitated to obey orders—no one, neither man, woman nor child, Caucasian or Asiatic.

The first boat to leave the ship's side got away at 5.40, the seamen of the Asia rowing this and all the other boats that were to follow. The boats were pulled to a little cove around the island, where a smooth beach offered a convenient landing place, and here the shipwrecked people stepped ashore.

Plenty of provisions of all sorts, canvas for tents, wraps and rugs were brought in abundance from the ship, and the crew, aided by a number of the women as well, set about preparations for making everybody as comfortable as possible, but fortunately the camping out was not to be prolonged, for as events shaped themselves, help was forthcoming before many hours had elapsed.

ARRIVAL OF THE S.S. "SHAOSHING."

The same disastrous current which had set the Asia off her course in the fog brought the s.s. Shaoshing, Captain Wavell, into the immediate neighbourhood of Finger Rock. She came in sight about 10 a.m., and as soon as Captain Wavell saw the masts of the Asia he knew that something must be amiss and so stood right in to ascertain in what manner he could be of assistance. He lowered his boats, but they were not required, for the Asia's passengers set off in their own boats and pulled out to the British steamer where they were most hospitably and sympathetically received. They brought along with them all the mails and luggage and ship's papers, which had all been taken, as we should have mentioned before, off the "Asia" in the first boats that left her.

OTHER HELP.

The "Shaoshing" was not the only vessel that came to the stranded vessel's aid. As soon as the "Asia" struck, the wireless operator (G. F. Hubbard) hastened to his station and sent out a series of urgent calls for help. An answer was promptly received from the T. K. K. s.s. "America Maru," which said she would arrive about three o'clock, but at this stage the "Asia's" apparatus went out of order and no further communication was to be had other than with steamers or with shore stations. The "America Maru" duly arrived, took many of the "Asia's" people on board temporarily, and stood by as long as she was wanted. On Monday afternoon the Indo-China Co.'s S.S. "Wosang" came into the little cove, and as soon as she arrived the "Shaoshing," which was running short of water, informed her of what had happened, and then set out for Shanghai.

PIRATIC FISHERMEN.

But while all this had been going on Captain Gaukroger and the officers and men who had remained with him on board the Asia had been having a very lively time indeed with the piratic fishermen dwelling in the neighbourhood. These marauding gentry, to the number, Mr. Healy estimates, of about 1,000 at least, descended like a flight of ravenous birds upon the wrecked ship. She had no sooner struck than they swarmed around her in scores of sampans, attempted to rush her, and were only persuaded to keep sufficiently far off to allow the transfer of the Asia's passengers to the life-boats by a free display of force, in the course of which revolvers and shot-guns were fired into the air by the ship's officers. After the boats left the ship there remained on board Captain Gaukroger; the First Officer, Mr. J. Hill; the Chief Engineer, Mr. Aitken, two or three other engineers and Mr. M. H. Hunt, the Purser. These men immediately found themselves engaged in a regular battle with the fisher people, who swarmed around again as soon as the boats had left, and at last, despite repeated fusillades, which they were quick to see, were being fired chiefly into the air—fairly rushed the stranded ship and came on board. Captain Gaukroger and his little following, reduced in the course of Sunday to the First Officer and Chief Engineer, stood them off as best they could all night and made free use of their revolvers, with which they fired no fewer than 500 rounds.

CAPTURED BY MARAUDERS.

The last boat that left prior to the final abandonment of the steamer had some very trying adventures. In it were Mr. A. J. Cozens, First Assistant Engineer; a man named Arthur Arundel, boiler tender, three Chinese and one Japanese sailors. It carried the Asia's mail sacks. The sea was getting rough and night was settling down when she started for the shore and it was not long before she found herself in difficulties. The sea continued to rise; the men left their way, be-

came discouraged, and to complete their troubles they were discovered, pursued and attacked by the piratic fishermen. Finally their boat was swamped and they jumped into a fisherman's boat alongside. Here they met with a dreadful reception, were knocked down, kicked and stamped upon, so that Mr. Cozens, in desperation, at last pulled out his revolver and shot two of their assailants. Mr. Cozens and his companions, however, were overpowered, bound and taken ashore where they were locked up all night in a small prison. Next morning they entered into an agreement with the fisherman to pay \$300 gold, to be taken off to the America Maru. Two sampans were launched for them, Arundel to go in one and Cozens in the other, but so many fishermen sprang into them to go off to the ship and share in the reward that Arundel became alarmed and insisted on going in the same boat as Cozens. The fishermen refused to transfer him and those who had Cozens in their boat settled the matter by putting off from the land. Instead of going to the America Maru, however, they made for the Asia which by this time was abandoned and would have gone aboard to loot her had not Mr. Cozens shot one of the men and compelled the others, at the point of his revolver, to take him to the "America Maru." Arundel was never seen again, and whether he has been killed, or is merely held for ransom by the piratical fishermen is not known.

THE "ASIA" STRIPPED.

Captain Gaukroger, the Chief Officer and Chief Engineer did not finally leave the ship until she had settled down so deeply that they were able to step right from the saloon deck into the lifeboats which conveyed them to the "America Maru," whence they were subsequently transferred to the Shaoshing. Captain Gaukroger was the last to leave the wrecked vessel. As soon as all the white men had left her, the pirates, heedless of the rate at which the ship was settling and listing to port, swarmed on board in hundreds and proceeded to strip the vessel so thoroughly and systematically that in a very short time everything portable, both on deck and down below, had been removed to the fishing boats and junk and conveyed ashore.

A WOMAN SHOT.

During the transfer of the passengers to the Shaoshing one of the first-class Chinese passengers, a lady named Mrs. Ching Dong-shie, was accidentally shot by one of the Asia's officers who fired in the direction of the marauders to stand them off, but whose bullet unfortunately ricocheted and struck the poor woman, who was carrying an eleven months' old child at the time, in the breast. She was promptly attended to, and taken to hospital in an ambulance as soon as the Shaoshing reached Shanghai, and we are glad to say she is now doing well.

YACHTING.

KESWICK CUPS.

On Saturday afternoon twenty-five boats of the C.Y.C. and R. H.K.Y.C. competed for the cup given by the Hon. Mr. Keswick and the second and third prizes presented by Mr. Buno. The race started from opposite the Corinthian Yacht Club, went the usual yachting course and finished up at the Royal Hongkong Yacht Club.

The results were as follows:—
1. Colleen, Hon. Mr. Pollock, won on time.
2. Katharine (R.E.).
3. Dione, Mr. Fletcher. This boat finished first but got third place owing to handicap.

SUNDAY'S RACE.

Twelve boats started yesterday for the Cruisers Race and the course commenced opposite the C.Y.C., round Lamma Island Starboard, Kowloon Island Starboard, finishing off Police Pier, Kowloon.

The results were as follows:—
1. Alleen, Mr. A. Snowman, 3 hours, 28 m. 20 sec.
2. Delvin, Hon. Mr. Henry Keswick, 3 hrs. 39 m. 51 sec.
3. Maradin, Mr. Brutton, 3 hrs. 47 m. 45 sec.

The plague having entirely disappeared from Manchuria, the Japanese Plague Committee in Mukden has withdrawn to Port Arthur.

SUPREME COURT.

This afternoon, in the Supreme Court, before Mr. Justice Hazlewood, Leung Sui Hang, accountant, of Queen's Road West, sued Mui Chan Si, 39, East Street, to recover the sum of \$610.50, being the balance due for work done for the latter.

Mr. Otto Kong Sing appeared on behalf of the plaintiff, while Mr. Harris defended.

The case for the plaintiff was that he was engaged by the defendant to make up the accounts of her deceased husband's estate, for purpose of probate. In all he had worked on the accounts for some 280 days. Defendant had given him acknowledgments for amounts nearly totalling the sum in question but they had not been paid; hence the present action. The acknowledgments had been drawn up by defendant's brother and signed by herself in the presence of two witnesses. The case was adjourned, on the application of the plaintiff's solicitors, in order to bring another witness from the country.

POLICE COURT.

ALLEGED MURDER.

Before Mr. J. R. Wood this morning two men were brought up on remand by L. S. Wills charged with alleged murder of one Li Yuk Shang on board the s.s. Kwong Sai on the 21st April at about 11 a.m. whilst on her way to Hongkong from Canton.

L. S. Wills prosecuted. The defendants were undefended. The case was further remanded until Wednesday afternoon.

EUROPEAN STOWAWAY.

John Rolli, was charged this morning before Mr. E. R. Hallifax with arriving in the Colony by the S.S. Prinz Sigismund without the consent of the ship's master. Defendant pleaded guilty.

His Worship—What do you intend to do out here?—To look for a job.

His Worship—What nationality are you?—Canadian.

His Worship—One month hard labour.

COXSAIN ASSAULTED.

On Tuesday 27th of April three men named Wan Kum Sing, Yvonne; Li Man, stoker of the King Edward Hotel launch, and Wan Muk, engineer of the B. & S. Launch, Taikoo Hong, went on board the steam launch Yvonne, which was lying in Yaumati Bay, armed with iron bars and brutally assaulted the coxswain in charge. After doing so they ran away. A report was immediately made to Sergeant Wills, with the result that the following night he arrested the three defendants in Yaumati. They were charged before Mr. J. R. Wood this morning and all were convicted—the first defendant to six weeks' hard labour, second defendant to two weeks' and the third to one week.

FALSE PRETENCES.

Three men went to a farm in No. 61 Connaught Road and obtained five bundles of ginseng, valued \$1,060. They asked the master of the shop to send a foki with them to Messrs. Arnold Karberg and Company for payment. When they arrived at the latter place two of the men took the ginseng upstairs to be weighed and the third man remained downstairs with the foki. The ginseng was not seen again and the three men were charged this morning with obtaining the goods by means of false pretences.

Mr. W. E. L. Shenton (of the firm of Messrs. Denoon, Looker and Denoon) prosecuted, and the defendants were represented by Mr. F. X. Almada e Castro. The case was remanded.

FINANCIAL NEWS.

SHANGHAI SHARES.

Shanghai, April 25, 1911.
Mantschappi, etc. in Langkat, Ld. Tls. 100 cash.
Shanghai Electric Construction bearer Tls. 51 cash.
Shanghai Ice Co. S. & R. Co., Ld. Tls. 12-1/2 cash.
Consolidated Rubber Tls. 3.00 cash.
Anglo-Java Estates, Ld. Tls. 6-1/2 cash.

WORLD'S NEWS.

[VIA JAPAN.]

WRECK OF A MAIL STEAMER.

London, April 20.—The Portuguese mail steamer "Lusitania" has become a total wreck on the Bollos rocks near Cape Town. The passengers and crew, numbering seven or eight hundred persons, were rescued by the British cruiser "Forte."

BASEBALL AT SAN FRANCISCO.

San Francisco, April 19.—The picked team of Waseda baseballers has been defeated by Stanford University by 9 runs to 2. The visitors' lack of familiarity with the ground was the cause of such a heavy defeat.

THE ANGLO-JAPANESE TREATY OF COMMERCE.

London, April 19.—Several lengthy interpellations have been made in Parliament regarding Articles 9 and 27 in the new Anglo-Japanese Treaty of Commerce, but in reply it was stated that the Foreign Office has not yet received any intimation from British possessions, colonies, or dependencies as to their intention of participating in the new Treaty. [Articles 9 and 27 in the new Treaty refer to the application of the Treaty to the territories and possessions of the signatories.]

THE U.S. AMBASSADOR TO JAPAN.

Washington, April 19.—Mr. David Hill, the U.S. Ambassador to Germany, having resigned, President Taft intends to appoint Mr. O'Brien, the Ambassador in Tokyo, to the Embassy in Berlin, and Mr. Huntington Wilson, now first Under-Secretary in the U.S. Department of State and formerly a secretary in the Embassy in Tokyo, as successor to Mr. O'Brien.

UNIVERSAL LANGUAGE.

New York, April 19.—The proposal has been made in Germany to adopt for commercial purposes a common international language. It is reported that an international conference for the purpose is to be held next year.

GERMAN INDUSTRY.

New York, April 19.—The German Government has decided to appoint persons with expert knowledge of industry as Public Works Officials and to send them to various countries. These officials are to be sent first to the United States and England, and if the results justify the enterprise similar experts will be sent to other countries.

THE IMPERIAL COLONIAL CONFERENCE.

London, April 20.—In the House of Commons, Mr. W. E. Guinness, the member for Bury St. Edmunds, moved that a discussion on foreign affairs be included in the proceedings of the Imperial Colonial Conference. Mr. Churchill, the Home Secretary, explained that he intended to invite the Premiers of the various Colonial Governments to attend a meeting of the Imperial Defence Committee. The motion was thereupon withdrawn.

London, April 18.—Discussing the Imperial Colonial Conference, which is to be opened in a few days, the "Times" declares that the feature of the Conference is the opportunity it will present for a frank discussion between the various colonies and the Government on the foreign policy of the Empire.

OUR DIARY.

Monday, 1st May.

Bijou Scenic Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.
Seamen's Institute Concert, 8.30 p.m.

Tuesday, 2nd May.

Organ Recital at St. John's Cathedral.
Shanghai Races, second day.

Thursday, 4th May.

B. & F. Bible Society Public Meeting, at City Hall, 5.15 p.m.
Saturday, 20th May.
Second Gymkhana Meeting, 8.30 p.m.

Wednesday, 24th May.

Boys' Own Club Athletic Meeting, on the Race Course, 2.30 p.m.

LOG BOOK.

We understand that Mr. Calver, chief officer of the N.Y.K. "Kannagawa-maru," has been appointed in command of the "Tonshin-maru," running between Japan and Shanghai.

The old wreck on the eastern extremity of Bombay reef, which is half-way between Singapore and Hongkong, is reported by the captain of the steamer "Glenfalloch" to be still visible, although the masts and funnel have disappeared. This is the wreck of the Norwegian ship, "Regnar," that stranded on the reef about two years ago.

It is reported that the American Squadron at Manila under the command of Rear-Admiral Murdoch is to visit Yokohama in the beginning of May.

The new liner Paul Leont, built for the Messageries Maritimes, will mark an entirely new epoch in travelling to the East. She will be fitted throughout in a manner never hitherto attempted in the Eastern trade, and her large size and high speed will undoubtedly secure for her owners a considerably increased share in the passenger carrying traffic.

A speed of 17-1/2 knots, it is understood, is expected from the vessel on her trials, and her gross tonnage will be 12,500, so that she will be the largest and swiftest liner in the trade. Her first-class passenger accommodation will include many features entirely new in liners travelling via Suez, but which have recently been adopted in the express Atlantic liners. These include an electric passenger elevator, and a verandah cafe on the seventh deck. On this deck are situated 67 single berth staterooms. The rest of the first class passenger accommodation will consist of two-berth staterooms, equipped in a manner which constitutes them one of the features of the vessel. Their appointments will be on a most luxurious scale, each cabin containing, in addition to the usual fittings, a handsome bureau and other equipments for obviating the constant use of the public rooms of the vessels.

The Paul Leont was launched from the La Ciotat yards of her owners on March 19. Her length is 162 metres, and her beam 10 metres. The dining saloons, drawing rooms, etc., are beautifully decorated, and she will certainly be the finest ship coming East.

The Rev. J. Taylor Collins, rector of Dufton, Appleby, England, wrote as follows to a news paper:—"My son went to sea in January, 1910. About two months afterwards I dreamed I was in a room unfamiliar to me, and while there I saw my boy jump into the room, and then vanish. I do not pay much attention to dreams and did not recall the date of this (though I wish I had). In June, on the arrival of the ship, I received the information that my boy was dead. He had fallen from one of the masts during a gale in March."

The R.M.S. "Empress of Japan" is expected to arrive at Yokohama, on Thursday, the 4th inst., at 5 a.m. By means of wireless telegraphy, the commander was able to send a message to Yokohama, when 1700 miles away.

BOXING.

The following are results of amateur boxing championships held at Alexandra Palace, London: Bantam-weight, Allen, of the Polytechnic; feather-weight, Bowers, of St. Pancras; light-weight, Spenceley, of Old Goldsmiths; middle-weight, Child, of Cambridge; heavy-weight, Smith, of the Metropolitan Police.

To-day's Advertisement.

MEE CHEUNG.
ART PHOTOGRAPHER
HONGKONG.
TELEPHONE NO. 1013.
Developing, Printing & Enlarging.
Hongkong, 1st May, 1911. [1099]

To-day's Advertisement.

THE CHINESE ENGINEERING & MINING CO., LD.
NOTICE.
AN INTERIM DIVIDEND OF ONE SHILLING per Share, free of tax, on account of year ending 31st February, 1911, has been declared by the Directors of the above Company.

COUPON No. 16 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Braso-Asiatic Bank at Tientsin and Shanghai.
J. S. DOBIE, Agent.
Hongkong, 1st May, 1911. [1098]

E. C. WILKS, M.I.MECH.E., A.M.I.N.A.
CONSULTING ENGINEER and SURVEYOR.
2nd Floor, ALEXANDRA BUILDING.
Hongkong, 1st May, 1911. [1100]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
JAPAN-CHINA-AUSTRALIA LINE.
FOR KOBE AND YOKOHAMA.
THE Steamship
"PRINZ SIGISMUND."
Captain D. Lenz, will leave for the above places TO-MORROW, the 2nd instant, at 8 a.m.


This splendid Steamer is specially fitted for Passengers and is installed throughout with Electric Light. A fully qualified Surgeon and Stewardess are carried. For Freight or Passage, apply to
NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents.
Hongkong, 1st May, 1911. [7]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"PRINZ SIGISMUND,"
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 6th of May, will be subject to rent. All broken, chafed, and damaged Goods, are to be left in the Godowns, where they will be examined on the 6th of May, at 9.30 a.m. All claims must reach us before the 10th of May, 1911, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELOCHERS & CO., General Agents.
Hongkong, 1st May, 1911. [7]

Intimations

BUTTER.
OUR
"DAISY" BUTTER is the finest quality Table Butter imported.
We stock three other brands at prices to suit all.
The Dairy Farm Co., Limited.

POPULAR
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [84]

To-day's Advertisement.
HOTEL CRAIGIEBURN.
PLUNKET'S GAP.
The Peak,
near the Tram Terminus.
Tel. 56.
For Terms, apply to the
MANAGER.

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK via SUEZ CANAL.
THE Steamship
"INDRAPURA,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 6th inst., at Noon, will be subject to rent. All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 6th instant, at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD., Agents.
Hongkong, 1st May, 1911. [1101]

DRAUGHT ALE & STOUT,

in Jars of from 1 to 5 gallons and
siphons of from 1 to 6 gallons.

H. PRICE & CO., LTD.,
12, Queen's Road Central,
HONGKONG.
Hongkong, 20th April, 1911.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 6 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, etc. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "EMPRESS OF JAPAN" Sat., May 20. "EMPRESS OF BRITAIN" Fri., June 16. "EMPRESS OF CHINA" Sat., June 10. "ALLAN LINE" Fri., July 7. "MONTAGLE" Wed., June 28. "EMPRESS OF INDIA" Sat., July 1. "EMPRESS OF IRELAND" Fri., July 28. "EMPRESS OF JAPAN" Sat., July 22. "ALLAN LINE" Fri., Aug. 18. "EMPRESS OF CHINA" Sat., Aug. 12. "EMPRESS OF BRITAIN" Fri., Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route. R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £113. Via New York £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. CRADDOCK, General Traffic Agent, Corner Fodor Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For SHANGHAI, KOBE, & MOJI: KUTSANG* Friday, 5th May, Noon. MANILA: LOONGSANG* Saturday, 6th May, 2 p.m. SINGAPORE, PENANG, & CALGUTTA: NAMSANG* Monday, 8th May, Noon. TIENTSIN: CHONGSHING* Tuesday, 9th May, Noon. MANILA: YUENSANG* Saturday, 10th May, 2 p.m. SANDAKAN: MAUSANG* Wednesday, 17th May, Noon.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Kutsang," "Namsang" and "Chongshing" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin & Newchwang.

1. Taking Cargo on Through Bills of Lading to Kuantai, Lahad Datin, Simporna, Tawau, Usukan, Jesselton & Labuan. For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 216. General Managers. Hongkong, 1st May, 1911. [8]

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"SUVERIO"	6,232	F. S. Cowley	5th May
"KUMERIC"	6,252	G. B. McGill	30th May
"LUERIC"	6,400	J. Mathie	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lueric" and "Orterio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Points.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780, Hongkong, 1st May, 1911. [805]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

Steamer	Expected on or about	From	With	Expected on or about	To
Tjilawong	1st half May	JAVA	1st half May	SHANGHAI	
Tjilatap	1st half May	JAPAN	1st half May	JAVA	
Tjibodas	1st half May	JAPAN	1st half May	JAVA	
Tjimati	1st half May	JAPAN	1st half May	JAVA	
Tjipanas	2nd half May	JAPAN	2nd half May	JAVA	
Tjilini	2nd half May	JAPAN	2nd half May	JAVA	
Tjilarnem	1st half June	JAVA	1st half June	SHANGHAI	

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-Indy on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Buildings. [974]

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID...	AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moss, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 10th May, at Daylight WEDNESDAY, 24th May, at Daylight WEDNESDAY, 7th June, at Daylight
VICTORIA, B.C., & SEATTLE...	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 20th May, from KOBE
VICTORIA, B.C., & SEATTLE via KWEILUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. I. Izawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000	TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE...	KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 6,000	FRIDAY, 12th May, at Noon FRIDAY, 9th June, at Noon
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7,000	WEDNESDAY, 10th May
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. J. Nagao, Tons 6,000	WEDNESDAY, 10th May, at 1 p.m.
KOBE and YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	THURSDAY, 11th May, at 11 a.m.
BOMBAY, &c.	BINGO MARU, Capt. S. J. G. Parsons, Tons 7,000	TUESDAY, 2nd May

* Fitted with new system of wireless telegraphy.

* Carries deck passengers.

† Cargo only.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong	To London, per New Steamer	RATES OF PASSAGE
Aki	7,000	10th May	1st class Single	Y550
			2nd class Single	325
			3rd class Single	240
			Old Str. 1st class Single	500
Mishima	9,000	24th "	2nd class Single	340
			3rd class Single	245

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong	To Pacific Coast Common Points	RATES OF PASSAGE
Awa	7,000	23rd May	1st class Single	£30
			2nd "	£21
Inaba	7,000	20th June	1st class Single	£60
			via St. Lawrence	1st class Single £60

With option of rail between calling ports in Japan. Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail. From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to freight, Passage Sailing, &c., apply to T. KUSUMOTO, Manager. [5]

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
MANILA, CEBU & ILOILO...	"TEAN".....	2nd May, 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS...	"CHANGSHIA".....	3rd " 4 p.m.
AMOI, SHANGHAI & CHINKIAN...	"KASHING".....	3rd " D'light
SHANGHAI...	"LINGAN".....	4th " 4 p.m.
HAIPHONG...	"SINGAN".....	6th " Noon
TIENTSIN...	"KUEICHO".....	8th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin Screw Steamers "Tea" and "Taming," saloon accommodation splendid; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of a.s. "Kallang" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Oshan, Lian, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong, 1st May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

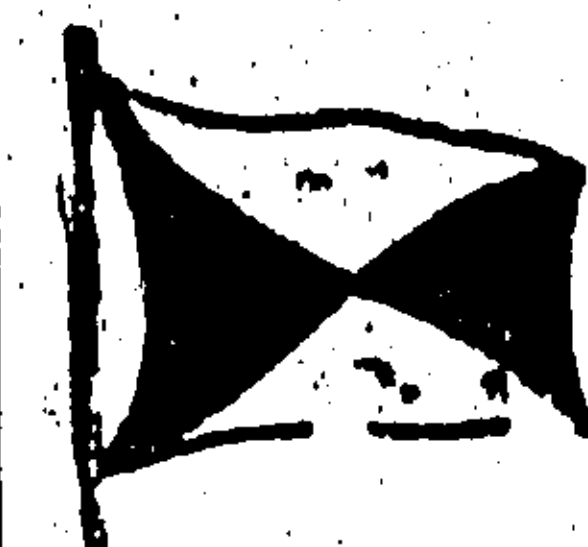
Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama: S.S. Freienfels, 6th May	For Rotterdam, Hamburg & Antwerp: S.S. Belgravia, 4th May
Scandia, 18th May	For Havre, Bremen & Hamburg: S.S. Saevia, 10th May
Slavonia, 4th June	For Rotterdam, Hamburg & Antwerp: S.S. Sachsen, 26th May
Segovia, 16th June	For Marseilles, Havre & Hamburg: S.S. Bayern, 30th May
Spezia, 1st July	For Rotterdam & Hamburg: S.S. Aradia, 2nd June
Silosia, 12th July	
O. Ford. Luel-z, 28th July	

For Further Particulars, apply to—

Hamburg-Amerika Linie, Hongkong Office. [366]

Hongkong, 23rd April, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	WEDNESDAY, 10th May, 4 p.m.
ZAFIRO	4000	M. O. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911. [14]

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOSHOW AND RETURN. (Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haiyang...	Capt. A. E. Hodgins...	TUESDAY, 2nd May, at 11 a.m.
Haitan...	Capt. J. S. Roach...	FRIDAY, 5th May, at 11 a.m.
Haiching...	Capt. W. C. Passmore...	TUESDAY, 9th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days).

HAIRMAN...	Capt. J. W. Evans	LEAVING.
		WEDNESDAY, 3rd May, at 11 a.m.
		SUNDAY, 7th May, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to Douglas, Laprak & Co., General Managers.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
Empire	April 7.	May 2nd, at 11 a.m.
St. Albans	May 6.	May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [307]

TOYO KISEN KA SHA
Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE. Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SA LING FROM HONGKONG (SUBJECT TO ALTERATION).

Steamer	Tons	Captain	Date of Sailing
America Maru	11,000	A. G. Stevens	Friday, May 6, 1 p.m.
Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
Nippon Maru	11,000	H. R. Smith	Friday, June 2, 1 p.m.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HOSOLUNG, on FRIDAY, the 5th May, at 1 p.m.

Only Regular Direct Service to Mexican, Peruvian and Chilean Ports. (PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration)).

Steamer	Tons	Captain	Date of Sailing
Hongkong Maru	11,000	H. Hingkins	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Thursday, Aug. 16, 1 p.m.
Buyo Maru	10,600	K. Hashimoto	Saturday, Oct. 11, 1 p.m.

The Steamers "HONGKONG MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONGKONG, MANILA, CEBU, CALAO, CALAO, ILOILO, VALPARAISO and CORONEL on SATURDAY, 11th June, at 1 p.m.

For Further Particulars as to Freight and Passage, apply to K. MATSUDA, Local Manager, KING'S BUILDING (Opposite Blake Pier). [363]

CUTTING STEEL LIKE
CHEESE.

STRIKING DEMONSTRATION.

To cut through a piece of steel, fifteen inches wide and about two thick, in under three minutes, seemed impossible until our representative saw it done on Saturday afternoon. The scene of this demonstration was Mr. F. Pernau's workshop, 74 Praya East, where the Institution of Engineers' and Shipbuilders of Hongkong met to view the new Oxy-Acetylene Welding Process.

From 2.30 p.m. until 6 p.m. demonstrations were continually held. With a mixture of Oxygen and Acetylene a flame has been produced, which will melt steel in a very confined area, so that it is possible to reduce the metal to a fluid state where, played upon by the flame, while a few inches away, the iron shows comparatively little change in temperature.

The flame is produced by the ignition of a mixture of the above named gases at the small nozzle of a jet similar to one used in an oxy-hydrogen blow flame. The nozzle of the jet is then placed in close proximity to the iron and by drawing it along on two supporting wheels the thick piece of steel is cut in two, to the accompaniment of spluttering and a grand display of sparks. Besides cutting in a straight line the flame was utilized to bore a hole through the same thick piece of steel, and for making bevelled edges preparatory to welding.

This process was also carried out by the oxy-acetylene flame and proved a great success.

Two pieces of metal were united in a very even join, almost imperceptible save for a different coloration at a juncture. The welded piece was subjected to some very rough treatment, and it was only after repeated blows, with a heavy piece of steel, that the joint broke. It was then seen that the juncture had been completely effected though the section of the joint showed a rather crystalline brightness indicative of the fact that the nature of the metal had undergone a change in the intense heat.

However many comments of approval were expressed and the whole of the experiments were followed with great interest. To-night Mr. Pernau is to read a paper on the subject.

SAD TRAGEDY IN
HANKOW.

The residents of Hankow were deeply shocked to hear, on the 21st April, of the tragic death of Mr. Ernst Buchholz, a young German of 24 years of age in the employ of Carlowitz & Co. The deceased had been dining with some friends and returned home in apparently good spirits. However, in the early hours of the morning a shot was heard in his bedroom and his mess-mates rushing in found him stretched on the floor with a bullet wound through his heart and a rifle alongside his body. His death must have been almost instantaneous.

The funeral took place in the evening and was attended by a large number of friends of the deceased.

LAWN TENNIS.

Several contests in the Civil Service Club's tennis tournament were brought off on Saturday, and the results to date are as follows:—

Championship. W. Pitt beat N. Railton, 6,0, 10,8. A. G. File beat H. A. Cox, 8,1, 6,1.

F. A. Biden beat J. McEwen, 6,4, 6,2.

Handicap Singles, "A" Class. J. Mackay (scratch) beat H. T. Jackson (owe 15), 6,4, 6,1.

W. Pitt (owe 15) beat J. McEwen (owe 2,0), 6,4, 4,6, 6,4.

Handicap Singles, "B" Class. H. J. Ling (owe 30) beat R. Beaumont (owe 15,3), 6,3, 6,0.

Handicap Doubles. Woolley and Shillies (23,15) beat Ellis and Phillips (owe 4,0), 7,5, 6,3.

McEwen and File (owe 30) beat Railton and Tiltman (owe 15,3), 6,6, 6,2.

OUR
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

THE CANTON REVOLT.

But while the position in the South is just now without doubt one of considerable gravity, carrying in its train many ugly possibilities, there is no reason for the moment to attach undue significance to the conflict between the outlaws and the ruling powers. So far as we are able to judge from the news to hand, the strife is being caused by fanatical zealots who are labouring under the conviction of continual oppression at the hands of Manchurian officials. The bulk of the people seem to have no hand in the matter at all at present, and as long as they can be kept quiet there need be no fears of inability to crush the misguided revolutionists. Fortunately, the present Viceroy is a man firm in will and quick to act, as he has already clearly demonstrated in this crisis. If he can only depend on his soldiers in this hour of trial, the affair should come to a speedy termination. On the other hand, should the troops exhibit rebellious tendencies, we fear for the future of authority in Kwangtung. In the present mood of the people it would only need the bare possibility of success to work the populace into such a state of excitement that a general uprising would follow as a matter of course. In the meantime we can only hope for the best, and fortunately the situation now appears to have taken a turn for the better.

Daily Press.

LIKE A VOLCANO.

Living in Canton just now is like living on a volcano; the slumbering fires beneath may break forth in uncontrollable fury at any moment. So far, things appear to be well, but it is in the mind of nearly every one that a more serious rising will have to be faced sooner or later, and that the crisis will come in the near future is more than a probability. The average foreigner will wonder what it is that makes the people so dissatisfied and eager to revolt. He can understand them wishing to drive out the Manchus, for even British history affords a somewhat parallel case in the Norman period, but why they should desire to murder the Viceroy and the provincial officials is another matter. Looked at from the standard of Western countries, the people are not overburdened with taxation, neither is their liberty to any appreciable degree encroached upon. The great bulk of the people are relatively much better off than persons of a similar class in Europe and although it must be conceded that the Provincial Government is weak and inefficient it cannot be said that it is harsh and tyrannical.

South China Morning Post.

CANTON.

It would seem, too, that an equal off-putting characterised the utterances of those who were proposing to participate in the present disturbances. The intended rising was referred to fearlessly and confidently in the presence of a well-known Hongkong comparative when he was visiting Haiphong a few days ago. Further, for days past a jest has been going the round of certain circles in the Colony that "the cook had been engaged who was to stew the Viceroy on the first of the moon." We do not venture an opinion as to whether such a ribald pleasantry had any foundation in substance, but we certainly think that these incidents can be regarded as an indication of the freedom of speech which Chinese permit themselves while in the Colony. Such a spirit is certain to be inspired by a revolutionary inclination; and that men harbouring such views should be able to find a refuge in Hongkong, seems, in a measure, an offence against a friendly Government. It is quite time, therefore, in view of all the circumstances, that measures were taken which should cause the removal of such men.

The Chinese Government has decided, says a Changchong message to the "Mainichi," to add another Division to the army in Korea, where two Divisions are now stationed.

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

CINEMATOGRAPH VAUDEVILLE

THE LATEST PICTURES.

POPULAR ARTISTS.

The only place to pass an enjoyable evening.

GRACE WILSON, Expert Dancer,
Opening MONDAY, 1st MAY, 1911.

See Hand Bills—Popular Prices.

Lessee and Manager: R. H. STEPHENSON

CAPSTAN MIXTURE

MEDIUM

&
FULL

In 1/4 lb.

Air Tight

Tins

W. D. & H. O. WILLS.

TRADE



MARK

THE BERNESE ALPS MILK CO
STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,
HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians.

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all
Classes of Engineering, Iron and Wood Work
Electrical Drives, Hydraulic & Pneumatic Tools
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE
for Chains, Wire Ropes, Rivets
and Metal Specimens.

GRAVING DOCK

75 ft. by 85 ft. by 34 ft. 6 in.
Pumps empty Dock in
2 3/4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons
displacement, providing conditions for
painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY

ELECTRIC OVERHEAD CRANES THROUGHOUT
the Works Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

THE
"Empire" Cinematograph
Theatre.

Des Vaux Road CENTRAL, opposite
Central Market.

WEEK

Commencing TO-MORROW.

The Beautiful

Artistic

Pictures:

"SEMIRAMIS,"

a lavishly mounted
BIBLICAL STORY.

Hongkong, 24th April, 1911. [352]

VICTORIA SKATING
RINK.

5 Sessions Daily

THE BEST FLOOR.

The Company has decided to reduce
the Prices from 1st April, 1911,
to the end of the Season.

Hongkong, 24th April, 1911. [350]

GRANITE &

MARBLE

Monuments

Repairs

& CLEANING

UNDERTAKEN.

WREATHS.

[374]

STEAM LAUNDRY CO.

YAU MATI.

Established 1899.

THE only successful Steam Laundry
in the Far East. The only
Laundry in the Colony under
European Supervision.

Filtered Water. Regular Delivery,
Flannels and underwear washed by
skilled Japanese.

Monthly rates quoted. Dry cleaning
a specialty. Depot No. 4, Basconsfield
Arcade, Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [331]

PHONE 482.

HONGKONG MOTOR
GARAGE.

TRY OUR

New 40 H. Power
RUBY COLOUR
CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$7. per hour

DRAGON CYCLE DEPOT,

Shipping-Steamers.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHOI.

Highest Class, Fastest and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
HAIPHONG.....	"HANOI"	M. Bonhier	730	May 1st

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road.

Telephone 118.

Hongkong, 28th April, 1911.

[1093]

FOR SINGAPORE, PENANG
AND CALCUTTA.

(Taking cargo on Through Bills of
Lading to Rangoon, Madras,
and Mauritius.)

THE Steamship

"LIGHTNING,"
Captain E. P. Smith, will be de-
patched for the above ports on WED-
NESDAY, the 3rd May, at 1 p.m.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 27th April, 1911. [1083]

Regular Steamship Service
to New York,
via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar
Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "MONTROSE".... (About 4th
May.)

FOR BOSTON AND NEW YORK.
S.S. "MUNCASTER" (About 11th
May.)

For Freight and further information,
apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 20th April, 1911. [956]

The Peninsular & Oriental
Steam Navigation
Company.

STEAM FOR STRAITS, OCE-
AN, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITER-
RANEAN PORTS,
PLYMOUTH and LONDON.

THROUGH BILLS OF LADING ISSUED
FOR BATAVIA, CONTINENTAL
AND AMERICAN PORTS.

THE Steamship

"DELTA,"
Captain E. P. Martin, M.R.N., carry-
ing His Majesty's Mails, will be de-
patched from this for Bombay, &c., on
SATURDAY, the 19th May, 1911,

at Noon, taking passengers and cargo
in connection with the Company's s.s.
"Mooltan," 10,000 tons, from Colom-
bo, passengers' accommodation in which
vessel is secured before departure from
Hongkong.

Silk and Valuables, all cargo for
France and Tea for London (under
arrangement) will be transhipped at
Colombo into the mail steamer proceed-
ing direct to Marseilles and London;
other cargo for London, &c., will be
conveyed via Bombay by the s.s.
"Persia," due in London on the 26th
June, 1911.

Parcels will be received at this Office
until 4 p.m. the day before sailing.
The contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 29th April, 1911. [4]

"SHIRE" LINE OF
STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM
& ANTWERP.

THE Steamship
"FLINTSHIRE,"
Captain G. C. Cundy, will be de-
patched as above about 12th prox.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 24th April, 1911. [1073]

THE AMERICAN & ORIENTAL
LINE.

FOR NEW YORK
(With liberty to call at the Malabar
Coast.)

THE Steamship
"AFGHAN PRINCE,"
Captain Thomas, will be despatched for
the above port on or about the 18th
May.

For Freight and Passage, apply to
ARNOLD, KARBED & Co.,
General Agents.

Hongkong, 18th April, 1911. [1061]

Consignees

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES
FROM SAN FRANCISCO, HONO-
LULU and JAPAN PORTS.

THE Steamship

"AMERICA MARU."
The above named steamer having
arrived, Consignees of Cargo are
hereby notified to send in their Bills of
Lading for countersignature, and to
take immediate delivery of Cargo from
alongside.

Cargo remaining undelivered on
SATURDAY, 29th April, at 6 p.m.,
1911, will be landed at Consignees'
risk and expense and delivery must
then be taken from Company's Godown.

No Fire Insurance whatever will be
effected.

No Claims will be recognized after
the Goods have left the Steamer or
Godowns, and all Goods remaining
undelivered on THURSDAY, 4th
May, afternoon, will be subject to
rent and landing charges.

All chafed and otherwise damaged
cargo to be left on board or godown
and examination of same to be arranged.
All claims must be filed on or before
May 10th, 1911, otherwise they will
not be recognized.

K. MATSUDA,
Agent.

Hongkong, 26th April, 1911. [1083]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMORE,"
FROM LEITH, LONDON AND
STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence and/or
from the wharves delivery may be
obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
5th prox., will be subject to rent.

All Claims against the Steamer must
be presented to the Undersigned on or
before the 12th prox., or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
5th prox., at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned
by

JIBB, LIVINGSTON & CO.

Agents.

Hongkong, 28th April, 1911. [1090]

"MOGUL" LINE OF
STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "PATHAN"
FROM GLASGOW, LIVER-
POOL AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
Holt's Wharf, at Kowloon, whence
and/or from the wharves delivery may
be obtained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after the
8th prox. will be subject to rent.

All claims against the steamer must
be presented to the Undersigned on or
before the 26th prox. or they will not
be recognized.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
8th prox. at 3 p.m.

No Fire Insurance has been effected.
Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.

Agents.

Hongkong, 26th April, 1911. [1081]

MAN CHEONG

10, WELLINGTON STREET CENTRAL,
HONGKONG.

SWATOW DRAWING WORK.

Gentlemen and Ladies
TAILORS & OUTFITTERS.
Embroidery, Pongee Silk, Glass Cloth,
Canton Silk and Lace, &c., &c.

Hongkong, 26th January, 1911. [435]

Hongkong, 1st April, 1911. [933]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO
AND STRAITS.

Consignees of Cargo by the above-
named vessel are hereby informed that
their goods are being landed and placed
at their risk in the Hongkong and
Kowloon Wharf and Godown Com-
pany's Godowns at Kowloon, where
each Consignment will be sorted out
Mark by Mark and delivery can be
obtained as the Goods are landed.
This vessel brings on Cargo:
From London, &c., ex s.s. "Delta"
and "China."
From Persian Gulf, ex s.s. B. I.
S. N. and B. & P. Co.'s
Steamers.

Optional Goods will be landed here
unless instructions are given to the
contrary within 6 hours.
Goods not cleared by the 3rd May,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected
by me in any case whatever.

Damaged packages must be left in
the Godowns for examination by the
Consignees and the Company's sur-
veyors, Messrs. GODDARD and DOWNS,
at 10 a.m. on MONDAYS and THURSDAYS.
All claims must be presented
within ten days of the steamer's arrival
here, after which date they cannot be
recognized. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 27th April, 1911. [4]

To Let.

TO LET.—GROUND FLOOR
OFFICES near Clock Tower;
excellent situation. Rental \$150
per month payable in advance.—
Apply REX, P. O. Box 418.
Hongkong, 29th April, 1911. [1098]

TO LET.

FLATS in Nathan Road, Kowloon;
FOUR-ROOMED HOUSES
newly painted and colour-washed
throughout. Cheap Rent.
NEW and COMMODIOUS
SHOPS, Nathan Road, Kowloon.
Immediate possession. Cheap Rental.
Apply to—
HUMPHREYS ESTATE
& FINANCE CO., Ltd.
Hongkong, 15th Mar., 1911. [968]

TO LET.

GODOWN No. 5A, DUNDRELL
STREET.
Apply to—
THE HONGKONG LAND
INVESTMENT & AGENCY
COMPANY LIMITED.
Hongkong 1st April, 1911. [61]

TO LET.

"CREGGAN," 80, The Peak.
No. 10, MACDONNELL ROAD,
OFFICES in Kiro's Buildings,
4th Floor.
AN OFFICE on 1st Floor, 16,
Des Vaux Road CENTRAL.
GODOWNS, 151 to 155, PRAYA
EAST.
SEMI-EUROPEAN FLATS
East corner of Observation
Place. The Tram stop at the
door.
Also NEW EUROPEAN FLATS
adjoining the new Seaman's
Institute, Praya East.

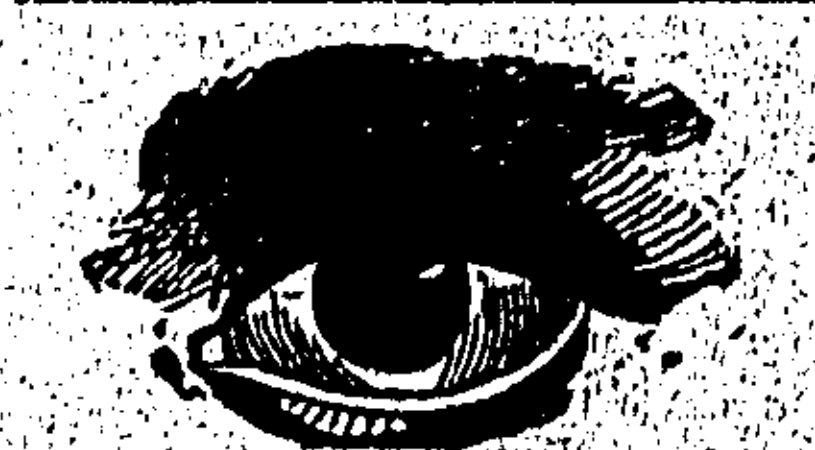
Apply to—
THE HONGKONG LAND
INVESTMENT & AGENCY CO.,
LIMITED.
Hongkong, 8th April, 1911. [159]

TO LET.

SECOND FLOOR of No. 8A, DES
VAUX ROAD CENTRAL,
newly completed with Lift and Lava-
tories.
Apply to—
DAVID SASSOON & Co.
Hongkong, 22nd April, 1911. [1078]

TO LET.

FIRST FLOOR of No. 4, Des
Vaux Road, Central.
Apply to—
DAVID SASSOON & CO., LTD.
Hongkong, 26th April, 1911. [1076]



SEEING IS BELIEVING

And that is why the majority of the
people here believe, that they can get
better fitting glasses at our place,
than anywhere else in the Colony.
No charge for sight testing.
Doctors' prescriptions accurately
filled.

N. LAZARUS,
Ophthalmic Optician,
1A, D'AGUIER STREET.

TO-DAY'S ADVERTISEMENT.

MATTONI'S GIESSHUBLER,
THE EMPRESS OF TABLE WATERS.

A water you must drink in this climate
for the sake of your health.

ASK YOUR DOCTOR.

SOLE AGENT:—

BUME AND REIF, late H. Robitsek & Reis,

9, Ice House Street.

Hongkong, 1st May, 1911.

[1102]

JOHN THOMAS COTTON.

VETERINARIAN.

(Qualified).

No. 1, Queen's Road East,
HONGKONG.

20th April, 1911. [1005]

FOR SALE.

A COMPLETE LITHOGRAPHIC
MACHINE, with a Cutting
Machine, Stones, &c. Only 9 months
in use.

For particulars call at

VIC. ATIENZA,

32, Canine Road.

Hongkong, 7th April, 1911. [1038]

A LING & CO.

FURNITURE AND PHOTO
SUPPLIES.DEVELOPING, PRINTING AND
ENLARGING.

19, Queen's Road. [803]

COMMERCIAL.

EXCHANGE.

London—Bank T.T.	1/9 1/2
Do. Demand	1/9 11/16
Do. 4 months sight	1/9 13/16
France—Bank T.T.	2/28
America—Bank T.T.	43 1/2
Germany—Bank T.T.	1/84
India T.T.	1/134
Do. Demand	1/134 1/2
Shanghai—Bank T.T.	74 1/2
Sing.—Bank T.T. per H.K.	\$100 77
Japan—Bank T.T.	1/88 1/2
Java—Bank T.T.	1/108 1/2
4 months sight L/C	1/10 1/2
6 months sight L/C	1/10 1/2
30 days sight San Francisco	1/10 1/2
4 months sight do.	4 1/2
80 days sight Sydney & Melbourne	1/10 1/2
4 months sight France	2/32 1/2
6 months sight do.	2/34 1/2
4 months sight Germany	2/4 1/2
Bar Silver	24 1/2
Bank of England rate	2 1/2
Sovereign	\$11

SHIPPING NEWS.

German (Belue) 3rd inst.
American (Persin) 10th inst.
American (Koren) 19th inst.

The D.N.Y.L. s.s. Montrose left
Shanghai on 29th ult., and is due
at this port on 2nd inst.

The s.s. Capri left Singapore
for this port yesterday, and may
be expected here on 7th inst.

The C.P.R. Co.'s s.s. Montague
left Yokohama for Victoria and
Vancouver, B.C., on 28th ult., at
12.30 p.m.

The C.P.R. Co.'s s.s. Empress
of China, which left here on 8th
ult., arrived at Vancouver, B.C.,
on 27th ult.

The P.M.S.S. Co.'s s.s. China,
which sailed from Hongkong on
31st March, arrived at San Francisco
on 28th ult.

The P.O.S.N. Co.'s s.s. Pashaw
left Singapore for this port
on 30th ult., at 6 p.m., and is due
here on 5th inst., at 6 p.m.

The Imperial German Mail s.s.
Prinz Ludwig left Shanghai on
20th ult., at 8 p.m., and may be
expected here on 2nd inst., at 7
a.m.

The T.K.K. s.s. Nippon Maru
with U.S. mail sailed from San
Francisco for Hongkong on 26th
ult., is expected to arrive this port
on 23rd inst.

The T.K.K. s.s. Tenyo Maru,
which sailed Shanghai on Sunday
at 9 p.m., with U.S. mails is ex-
pected to arrive this port on Tues-
day daylight.

Chonan, for Shanghai.
Fukuro-maru, for Hankow.
Simongan, for Tientsin.
Monmouth, Br. cruiser, for Shanghai.
May 1.
Athens, for Shanghai.
Lokong, for Canton.
Hopang, for Canton.
Sungkiang, for Haiphong.
Suiyang, for Sourabaya.
Nanchang, for Newchwang.
Sexta, for Swatow.
Chunshang, for Amoy.
Amigo, for Haiphong.

PASSENGERS ARRIVED.
Per Pitsanulok, arrived on 30th
April from Bangkok:—
King, E. Smith, W.
Per Haiyang, arrived on 30th
April, from Coast Ports:—
Hyde, F. H. Prichard
Pemberton, Miss Young, F. L.
C.

Per Kutsang, arrived on 30th
April, from Calcutta:—
Burger, Dr. McDowell
Davies, Lt.-Col. Mori
and Mrs. Peterson
Davis, Mrs. Smith, Major
Hignell
Per Empiro, arrived on 30th
April, from Moji, &c.:—
Alvez, child and Holmes, Mrs. &
3 children
Blask Leggo
Clementes Magee, J. F.
Hemmings, Mrs. Pearson, Mrs. &
child
Vipar, Mrs.

Per Prinz Sigismund, arrived
on 30th April from Sydney,
&c.:—
Atterton, Miss M. Mey, L.
Bailey, D. P. Meyer, F. A.
Benecke, Miss O. McKibbin, Dr.
Butcher, O.
Cobing, John Nicholson, Mr.
Connor, Mr. and Stuart
Mrs. Oppen, Mr. and
Dalino, E.
Dotormiaund, W. Premyslav, L. do
Lyer, R. M. P.
Fowler, Miss Riedler, A.
Kupp, Miss Laura Hammons, L.
Henry, D. E. Remorins, Mr.
Hens, Mr. and Mrs. J.
Mrs. John Ringo, C.
Hoffmeyer, J. C. Robertson, Mr.
Knecht, Cmt. Mrs. & Miss
Lanchheimer, Rosales, P. K.
Col. Schütz, A.
Livingston, Mr. Stoddart, Chas.
Mrs. and Miss Wamank, W.
Meivai, Mr. & Wamank, J.
Mrs. Zeisler, F.
Meyer, E.

Per Linan, arrived on 1st May
from Shanghai:—
Chas. Ping Yuen Jallow, Mr. and
Errington, P. Mrs.
Klug.
Kinsler, A. V. & Mrs.
Kinsler, M. Miss
Kinsler, G. L. Taylor, H.
Miss Thompson, M.
Kinsler, T. Master
Kinney, M. A. Vandrow, Mrs.
Miss Vandrow, A. V.
Klug, Dr. J. J. Miss
Kelly, H. P. and Wadsworth, D.
Mrs. Wallace, F.
King, N. C. Mr. Watson, Mrs. O.
and Mrs. Wessel P. Mr. &
Mrs. Whitaker, Mrs.
Lawrence, and G. H. & Family.
Miss Williams, W. A.
Lawrence, O. H. Winstanley, A.
and Mrs. Wood, A. C.
Langdale, Dr. R. Wotton, H.
H. & Mrs. Wyle, S.
Lochead, Mrs. Wozlman, C. V.
daughter Young, C. C.

PASSENGERS DEPARTED.
Per Zafiro, sailed on 20th April,
for Manila, &c.:—
Anderson, Capt. Ian Kin
E. L. Layman, R.
Apple, E. Laymano, D.
Arbrog, C. F. Layman, L.
Arg Sin Kan Legover, Misses
Babeck, Mr. & Mrs. A. P.
Mrs. F. H. Mache, Miss P.
Bayamabad, M. Mason, A. C.
Chan Kad Chin Ng Ping
Chan Kok O'Brien, C. W.
Ching Man O'Flinn, A.
Cho Chang Raymond, Lt.
Chua Teh Hin Col. and Mrs.
Chun Chu Co. H. S.
Chun Sim Mi Strain, O. H.
Druke, A. A. Strieter, A.
Fung A. Chi Swift, Mrs. D.
Gilpin, W. Swift, Mrs. D.
Hsinlu, J. Talk, Roe
Jartin, V. G. V. Tang Hin
Keefer, Messrs. Teng Eng Dary
H. E. & M. A. Tsing Co Lo
Kolster, C. C. Uy Teh Kin
Lam Sing Won, Wood, Misses P.
Mr. and Mrs. & I.
Lan Hang

Per Mongolia, for San Francisco,
on 29th April:—
Aiken, J. D. Low, C. L.
Assomull, S. W. Low, T. F.
Assomull, L. H. Lovado, M.
Burdette, B. E. Magee, H. C.
and Miss Long, W. D.
Burr, F. W. and Liang Yu Ho.
Mrs. Mak Ying Sing,
Bonnyensto, J. Mrs. and son.
Miss Marshall, Mrs.
Bonnycastle, Mrs. A. W.
H. maid and Mak Yang Szo,
infant.
Briggs, Rev. G. Martindale, Miss
W. Wife and Mason, H. L. &
Mrs. Brune, W.
Biddle, A. A. McCabe, Judge
Ball, C. A. E. & Wife.
Bilyon, W. H. McGrannham,
Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
Mrs. Morris, B.
Crabtree, C. B. Morrison, Mrs.
Leach, T. J.

Caldwell, D. W. MacDowell, Bi-
shop and Mrs.
Chuang Chi Hoo. Morton, C.
Oarior, C. W. & Mowatt, J. Rev.
Mrs. & Mrs. and 2
children.
Chonoweth, A. R. Nash, M. M. &
Chin Ding Him. Miss.
Olivia Dwy Joo.
Mrs. Oakley, Mrs. J.
Chun Kum Hong M.
Chun Ping Him, Orreitt, E.
and two chil- Osborn, C. D.
dren. and Mrs.
Coleman, Dr. S. Payton, R. H.
Curtis, A. D. and Pillsbury, G. H.
and Mrs.
Curtis, Dr. J. R. Percival, and
Curtis, K. Miss.
Dixon, J. E. and Pinar, A.
Mrs. Rander, J. W.
Davis, L. H. Mrs. Rich, F. C.
and daughter. Riecker, M.
Durre, C. de la Ripley, M. B.
Dean, J. Mrs. and maid.
Dexter, J. D. Robertson, C. M.
Dietz, G. & Mrs. Rock, A. L.
DuBois, J. T. & Rodrigues, J.
Mrs. Rothschild,
Eagen, Mrs. M. Miss A.
Ehranfels, H. C. Rothschild,
Flying, S. R. and Miss T.
Mrs. Sayer, A. E.
Fredrick, F. A. Miss
Fukui, K. Mrs. and son.
Fomandez, B. Schroder, J.
Fish, G. D. and Segar, H. R. &
Mrs. Mrs.
Foster, Mrs. M. G. Shuman, L. L.
Fraser, P. and Mrs.
Mrs. Sheenfelt, M.
Fritsch, M. Sinclair, R. S.
Fuji, Mrs. and Mrs.
Gorton, Mrs. M. Sizor, Miss M.
L. Skettis, J. and
Goulette, F. H. Mrs.
Guggenheim, B. Snehberg, W.
and Mrs. R. Master
Gates, W. B. Snodburg, Capt.
Grosgoon, Miss & Mrs. W. R.
H. Spaulding, Miss
Hagus, Mrs. J. W. J.
Hill, A. F. & Mrs. Spaulding, Miss
Hallett, D. E. M.
Hawitt, C. Spicer, G. A. &
Hollabaugh, F. A. Mrs.
and Mrs. Spofford, C. W.
Holmes, E. R. Mr. & Mrs.
Hopkins, C. V. child
Hunkley, F. G. & Stoddard, Mrs.
Huso, C. G. and E. V.
Mrs. Stenbury, J. Mr.
Ireland, J. W. and Mrs.
Mrs. Stephens, M. &
Jobson, J. Stovens, S. B. &
Jones, M. S. Taylor, F. B. &
Jago, T. E. and Mrs.
Mrs. Swasey, A. and
Johnson, Miss N. Mrs.
Johnson, W. C. Tang Chung
Jun. Joset Dr. Chak.
Klug.
Kinsler, A. V. & Mrs.
Kinsler, M. Miss
Kinsler, G. L. Taylor, H.
Miss Thompson, M.
Kinsler, T. Master
Kinney, M. A. Vandrow, Mrs.
Miss Vandrow, A. V.
Klug, Dr. J. J. Miss
Kelly, H. P. and Wadsworth, D.
Mrs. Wallace, F.
King, N. C. Mr. Watson, Mrs. O.
and Mrs. Wessel P. Mr. &
Mrs. Whitaker, Mrs.
Lawrence, and G. H. & Family.
Miss Williams, W. A.
Lawrence, O. H. Winstanley, A.
and Mrs. Wood, A. C.
Langdale, Dr. R. Wotton, H.
H. & Mrs. Wyle, S.
Lochead, Mrs. Wozlman, C. V.
daughter Young, C. C.

PASSENGERS ARRIVED.
Per Pitsanulok, arrived on 30th
April from Bangkok:—
King, E. Smith, W.
Per Haiyang, arrived on 30th
April, from Coast Ports:—
Hyde, F. H. Prichard
Pemberton, Miss Young, F. L.
C.

Per Kutsang, arrived on 30th
April, from Calcutta:—
Burger, Dr. McDowell
Davies, Lt.-Col. Mori
and Mrs. Peterson
Davis, Mrs. Smith, Major
Hignell
Per Empiro, arrived on 30th
April, from Moji, &c.:—
Alvez, child and Holmes, Mrs. &
3 children
Blask Leggo
Clementes Magee, J. F.
Hemmings, Mrs. Pearson, Mrs. &
child
Vipar, Mrs.

Per Prinz Sigismund, arrived
on 30th April from Sydney,
&c.:—
Atterton, Miss M. Mey, L.
Bailey, D. P. Meyer, F. A.
Benecke, Miss O. McKibbin, Dr.
Butcher, O.
Cobing, John Nicholson, Mr.
Connor, Mr. and Stuart
Mrs. Oppen, Mr. and
Dalino, E.
Dotormiaund, W. Premyslav, L. do
Lyer, R. M. P.
Fowler, Miss Riedler, A.
Kupp, Miss Laura Hammons, L.
Henry, D. E. Remorins, Mr.
Hens, Mr. and Mrs. J.
Mrs. John Ringo, C.
Hoffmeyer, J. C. Robertson, Mr.
Knecht, Cmt. Mrs. & Miss
Lanchheimer, Rosales, P. K.
Col. Schütz, A.
Livingston, Mr. Stoddart, Chas.
Mrs. and Miss Wamank, W.
Meivai, Mr. & Wamank, J.
Mrs. Zeisler, F.
Meyer, E.

Per Linan, arrived on 1st May
from Shanghai:—
Chas. Ping Yuen Jallow, Mr. and
Errington, P. Mrs.
Klug.
Kinsler, A. V. & Mrs.
Kinsler, M. Miss
Kinsler, G. L. Taylor, H.
Miss Thompson, M.
Kinsler, T. Master
Kinney, M. A. Vandrow, Mrs.
Miss Vandrow, A. V.
Klug, Dr. J. J. Miss
Kelly, H. P. and Wadsworth, D.
Mrs. Wallace, F.
King, N. C. Mr. Watson, Mrs. O.
and Mrs. Wessel P. Mr. &
Mrs. Whitaker, Mrs.
Lawrence, and G. H. & Family.
Miss Williams, W. A.
Lawrence, O. H. Winstanley, A.
and Mrs. Wood, A. C.
Langdale, Dr. R. Wotton, H.
H. & Mrs. Wyle, S.
Lochead, Mrs. Wozlman, C. V.
daughter Young, C. C.

PASSENGERS DEPARTED.
Per Zafiro, sailed on 20th April,
for Manila, &c.:—
Anderson, Capt. Ian Kin
E. L. Layman, R.
Apple, E. Laymano, D.
Arbrog, C. F. Layman, L.
Arg Sin Kan Legover, Misses
Babeck, Mr. & Mrs. A. P.
Mrs. F. H. Mache, Miss P.
Bayamabad, M. Mason, A. C.
Chan Kad Chin Ng Ping
Chan Kok O'Brien, C. W.
Ching Man O'Flinn, A.
Cho Chang Raymond, Lt.
Chua Teh Hin Col. and Mrs.
Chun Chu Co. H. S.
Chun Sim Mi Strain, O. H.
Druke, A. A. Strieter, A.
Fung A. Chi Swift, Mrs. D.
Gilpin, W. Swift, Mrs. D.
Hsinlu, J. Talk, Roe
Jartin, V. G. V. Tang Hin
Keefer, Messrs. Teng Eng Dary
H. E. & M. A. Tsing Co Lo
Kolster, C. C. Uy Teh Kin
Lam Sing Won, Wood, Misses P.
Mr. and Mrs. & I.
Lan Hang

Per Mongolia, for San Francisco,
on 29th April:—
Aiken, J. D. Low, C. L.
Assomull, S. W. Low, T. F.
Assomull, L. H. Lovado, M.
Burdette, B. E. Magee, H. C.
and Miss Long, W. D.
Burr, F. W. and Liang Yu Ho.
Mrs. Mak Ying Sing,
Bonnyensto, J. Mrs. and son.
Miss Marshall, Mrs.
Bonnycastle, Mrs. A. W.
H. maid and Mak Yang Szo,
infant.
Briggs, Rev. G. Martindale, Miss
W. Wife and Mason, H. L. &
Mrs. Brune, W.
Biddle, A. A. McCabe, Judge
Ball, C. A. E. & Wife.
Bilyon, W. H. McGrannham,
Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
Mrs. Morris, B.
Crabtree, C. B. Morrison, Mrs.
Leach, T. J.

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Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
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Biddle, A. A. McCabe, Judge
Ball, C. A. E. & Wife.
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Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
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Leach, T. J.

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Bonnycastle, Mrs. A. W.
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Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
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Leach, T. J.

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and Miss Long, W. D.
Burr, F. W. and Liang Yu Ho.
Mrs. Mak Ying Sing,
Bonnyensto, J. Mrs. and son.
Miss Marshall, Mrs.
Bonnycastle, Mrs. A. W.
H. maid and Mak Yang Szo,
infant.
Briggs, Rev. G. Martindale, Miss
W. Wife and Mason, H. L. &
Mrs. Brune, W.
Biddle, A. A. McCabe, Judge
Ball, C. A. E. & Wife.
Bilyon, W. H. McGrannham,
Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
Mrs. Morris, B.
Crabtree, C. B. Morrison, Mrs.
Leach, T. J.

Per Mongolia, for San Francisco,
on 29th April:—
Aiken, J. D. Low, C. L.
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Burdette, B. E. Magee, H. C.
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Burr, F. W. and Liang Yu Ho.
Mrs. Mak Ying Sing,
Bonnyensto, J. Mrs. and son.
Miss Marshall, Mrs.
Bonnycastle, Mrs. A. W.
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Mrs. Brune, W.
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Bilyon, W. H. McGrannham,
Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
Mrs. Morris, B.
Crabtree, C. B. Morrison, Mrs.
Leach, T. J.

Per Mongolia, for San Francisco,
on 29th April:—
Aiken, J. D. Low, C. L.
Assomull, S. W. Low, T. F.
Assomull, L. H. Lovado, M.
Burdette, B. E. Magee, H. C.
and Miss Long, W. D.
Burr, F. W. and Liang Yu Ho.
Mrs. Mak Ying Sing,
Bonnyensto, J. Mrs. and son.
Miss Marshall, Mrs.
Bonnycastle, Mrs. A. W.
H. maid and Mak Yang Szo,
infant.
Briggs, Rev. G. Martindale, Miss
W. Wife and Mason, H. L. &
Mrs. Brune, W.
Biddle, A. A. McCabe, Judge
Ball, C. A. E. & Wife.
Bilyon, W. H. McGrannham,
Biddle, Mrs. A. J.
Biddle, Miss E. Mee, Miss M.
Bley, Mrs. L. C. Merrville, Mrs.
Bobbett, F. W. E. J.
and Mrs. Mitchell, G. H.
Boyd, J. M. Mitling, M. Mr.
Brown, E. C. and Mrs.
Mrs. Mondor, N.
Clark, A. G. and Morgan, Mrs. H.
Mrs. Morris, B.
Crabtree, C. B. Morrison, Mrs.
Leach, T. J.

VESSELS IN PORT.

STEAMERS.

America Maru, Jap. s.s., 3,404, A. G.
Stores, 26th April—San
Francisco 29th Mar., Can-
nel Goods, Flour and M'dise.
T. K. K.
Carl Diederichsen, Ger. s.s., 774,
Jurgensen, 29th April—Can-
ton 23th April; Gen.—J. &
Co.
Canada Maru, Jap. s.s., 3,750, K.
Hori, 27th April—Yokohama
23rd April; Gen.—O. S. K.
Changshu, Br. s.s., 1,463, E. Finlay-
son, 28th April—Sydney
4th April; Gen.—B. & S.
Earl of Elgin, Br. s.s., 2,811, D.
Robertson, 26th April—
from Durban; Gen.—S. &
Co.
Glenatree, Br. s.s., 3,064, J. McMilli-
vay, 29th April—Milke
24th April; Coal—S. T. &
Co.
Hanoi, Fr. s.s., 739, G. Bouhier,
28th April—Haiphong and
Pakhoi 27th April; Gen.—A.
R. Marty.
Helios, Nor. s.s., 880, Aug. Kund-on,
22nd April—Generalton, W.
A., 6th April, Sandalwood—
A. T. & Co.
Johanne, Ger. s.s., 952, M. Ipland,
28th April—Singapore 18th
and Hoilow 27th April,
Gen.—J. & Co.
Kagoshima Maru, Jap. s.s., 2,731,
Minamigawa, 29th April—
Moji 22nd April; Coal—A.
& Co.
Kaitoku Maru, Jap. s.s., 1,903, S.
Suda, 27th April—Moji 21st
April; Coal—B. & Co.
Kohsengan, Ger. s.s., 1,292, Rosiefky,
27th April—Bangkok 20th
April; Rice—B. & S.
Kumchow, Br. s.s., 1,450, J. D. Mar-
tin, 29th April—Saigon
19th April; Rice—Man Fat
& Co.
Lightning, Br. s.s., 2,122, E. P. Smith,
26th April—Calcutta 9th
April; Gen.—S. & Co.
Livingston, Br. s.s., 2,799, W. B.
Webb, 27th April—from
Cardiff; Coal—D. & Co.
Marie, Ger. s.s., 1,300, P. E. Chris-
tiansen, 25th April—Saigon
20th April; Rice and Gen.—
J. & Co.
P